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7.00 a.m.	7.10 a.m.		
7.30 " to 8.00 "	every 15 minutes	Stop	
8.00 " to 8.30 "	" 10 "	ping	
8.30 "	" "	Non Stop	
8.47 "	" "	Stopping	
8.54 "	" "	Non Stop	
9.04 "	" "	Stopping	
9.11 "	" "	Non Stop	
9.20 "	" "	Stopping	
9.30 "	" "	Non Stop	
9.50 a.m. to 11.00 "	every 10 minutes	Stop	
11.30 " to 12.30 "	" 15 "	ping	
12.40 "	" "	Non Stop	
12.47 "	" "	Stopping	
12.57 "	" "	Non Stop	
1.04 "	" "	Stopping	
1.13 "	" "	Non Stop	
1.30 p.m. to 4.00 "	every 10 minutes	Stop	
4.00 " to 4.30 "	" 15 "	ping	
4.30 " to 5.30 "	" 10 "	Non Stop	
5.40 "	" "	Non Stop	
5.47 "	" "	Stopping	
5.57 "	" "	Non Stop	
6.04 "	" "	Stopping	
6.13 "	" "	Non Stop	
6.20 "	" "	Stopping	
6.30 "	" "	Non Stop	
6.37 "	" "	Stopping	
6.47 "	" "	Non Stop	
6.54 "	" "	Stopping	
7.04 "	" "	Non Stop	
7.11 "	" "	Stopping	
7.20 "	" "	Non Stop	
7.27 "	" "	Stopping	
7.37 "	" "	Non Stop	
7.44 "	" "	Stopping	
7.54 "	" "	Non Stop	
8.03 "	" "	Stopping	
8.10 "	" "	Non Stop	

#### SUNDAYS.

7.00 a.m.	7.10 a.m.		
7.30 a.m. to 8.30 "	every 15 minutes	Stop	
8.30 " to 11.00 "	" 10 "	ping	
11.15 "	" 15 "	Non Stop	
11.30 "	" 10 "	Stop	
1.00 p.m. to 2.00 "	" 15 "	ping	
2.30 " to 4.30 "	" 10 "	Non Stop	
4.30 " to 5.30 "	" 15 "	ping	
5.30 " to 6.30 "	" 10 "	Non Stop	
6.40 "	" "	Non Stop	
6.47 "	" "	Stopping	
6.57 "	" "	Non Stop	
7.04 "	" "	Stopping	
7.13 "	" "	Non Stop	
7.20 "	" "	Stopping	
7.30 "	" "	Non Stop	
7.37 "	" "	Stopping	
7.47 "	" "	Non Stop	
7.54 "	" "	Stopping	
8.03 "	" "	Non Stop	
8.10 "	" "	Stopping	

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	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon ..... dep.	6.41	8.35	9.15	10.29	12.00	1.18	4.34	5.27
Yau Ma Tei ..... dep.	6.51	8.45	9.25	10.39	12.10	1.27	4.44	5.37
Shatin ..... dep.	7.03	8.57	9.37	10.51	12.21	1.39	4.55	5.50
Tai Po ..... dep.	7.17	9.11	9.51	11.05	12.34	1.52	5.08	6.03
Tai Po Market ..... dep.	7.22	9.16	9.56	11.10	12.39	1.56	5.12	6.07
Fanning ..... dep.	7.33	9.27	10.07	11.21	12.48	2.06	5.23	6.17
Shing Shui ..... dep.	7.38	9.32	10.12	11.26	12.53	2.10	5.27	6.21
Shum Chun ..... arr.	7.44	9.38	10.18	11.32	12.58	2.16	5.33	6.27

	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Shum Chun ..... dep.	7.22	8.06	8.35	9.29	10.37	11.40	2.58	4.36
Shing Shui ..... dep.	7.29	8.13	8.42	9.36	10.44	11.47	3.05	4.44
Fanning ..... dep.	7.33	8.18	8.47	9.41	10.48	11.51	3.10	4.49
Tai Po Market ..... dep.	7.43	8.27	8.56	9.50	10.58	12.02	3.21	5.01
Tai Po ..... dep.	7.47	8.31	9.00	9.94	11.02	12.05	3.27	5.08
Shatin ..... dep.	8.00	8.44	9.13	10.07	11.15	12.18	3.40	5.23
Yau Ma Tei ..... dep.	8.14	8.58	9.27	10.21	11.29	12.32	3.53	5.37
Kowloon ..... arr.	8.23	9.07	9.36	10.30	11.38	12.42	4.01	5.45

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Shatin ..... arr.	8.40	12.25	3.15	7.15	Fanning ..... arr.	7.25	11.10	2.00	5.55

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### BIBLICAL FIND IN EGYPT.

COPTIC MS. OF ST. JOHN.

Last winter when members of the British School of Archaeology in Egypt were exploring at Qus-el-Kebir, a headland of the eastern delta up the Nile, about thirty miles south of Assuit, and over a hundred miles north of Thebes and Luxor, they made many fresh discoveries, writes the Rev. R. Kilgour, D.D. in the *Times*. Most of these have reference to the early Egyptian dynasties and revealed specimens of vases, amulets, and scarabs and ivory work.

Interesting as these records of ancient Egypt are, the most remarkable find of the year was an early Coptic Biblical manuscript. Mr. Guy Brunton, the representative of the British School who was directing the operations, was at work in an old Christian cemetery containing Coptic tombs and Roman graves which had evidently lain undisturbed for some thirteen centuries. There was dug up a rough jar, unfortunately so much broken that not even the pieces now remaining inside the jar were found. This jar had as an outer wrapping some linen cloth, and a piece inside the cloth revealed a bundle of papyrus leaves, containing evidently some Christian Scripture in Coptic writing. Mr. Brunton packed the whole lot, linen rag and all, carefully and brought it to England for further examination.

When the package was opened and examined by the Hon. Director of the British School of Archaeology, Sir Flinders Petrie, he found that it contained a tall narrow book of papyrus doubled across the hinge and tied tightly in a cloth. He describes it as "therefore much strained and skewed. On one side it was partly rotted and the rest of it was extremely brittle." With all his practical skill Sir Flinders Petrie treated the papyrus so delicately that within a fortnight he was able to separate the fragile leaves one from the other, and also to preserve the linen rag in which they had been tied so long. To his joy he found that the leaves numbered no fewer than 43, most of them in good condition, a few injured, and fragmentary scraps of two or three more. The largest leaf measures about 10 inches high by 4 inches broad. There are still remains of the stitching which originally held the book together. One back leaf was found inserted in the middle of the volume, doubtless to preserve it from being lost after it had got torn away from its proper position. The leaves are written on both sides with 33 to 37 lines on a page. The page numbers are numbered in Coptic letters. The first three leaves (six pages) are wanting at the beginning, two leaves containing pp. 11 and 12, 33 and 34 are missing, and probably these more leaves have disappeared from the end. Originally, therefore, the book must have run to about a hundred pages.

A CHURCH COPY.

A preliminary examination showed that the papyrus contained the text of St. John's Gospel in Coptic written in a regular and scholarly hand. The margins, the spacing of lines and of letters, and the general calligraphy prove that the book is the work of a careful writer. The height of the page and the condition of the book suggest it must have been a church copy. So far as the manuscript has been deciphered it exhibits, as such an age-worn copy can exhibit, a continuous translation of St. John's Gospel as we know it from the Greek text.

The two main questions which arise concern (1) the date when this manuscript was written, and (2) the actual text which it contains.

With regard to the question of date, Sir Flinders Petrie and his colleagues agree that the regular classical hand in which the manuscript is written, and its general condition, suggest an early period. Since Coptic, the late form of the ancient Egyptian language, is written in Greek characters with half a dozen additional letters, it is possible to compare the present papyrus very closely with the oldest known Greek Biblical manuscripts. These are the Codex Vaticanus (Codex B), now in the Vatican Library at Rome, assigned to the fourth century A.D.; the Codex Sinaiticus (Codex A), now in Petrograd, usually assigned to a date very slightly later; and the Codex Alexandrinus (Codex A), in the British Museum, which is generally judged to belong to the first half of the fifth century. The fact, which Sir Frederic Kenyon points out in "Our Bible and the Ancient Manuscripts," that forms of letters are occasionally found in the Vatican manuscript which are believed to be exclusively Egyptian, and that the writing of the Codex Sinaiticus "bears a discernible resemblance to a hand which is found (at a considerably later date) in papyrus from Egypt," adds weight to any such comparison. The conclusion to which Sir Flinders Petrie and his colleagues have come is that the date of this papyrus writing must be placed towards the end of the fourth or the beginning of the fifth century—that is, somewhere round about A.D. 400. It will therefore rank in age with the oldest authorities we have for the Greek text. It will then be the earliest extant manuscript of St. John's Gospel in Coptic, one of the oldest manuscripts of the text of anything like the complete Gospel in any language, and the earliest specimen of a manuscript of the Gospel of St. John in any Public Library in Britain.

PUBLICATION OF THE MS.

As to the text, we must await the result of the full examination which is being made by the Coptic scholar Sir Herbert Thompson, who is editing the volume which the British School of Archaeology in Egypt is publishing in connection with this manuscript. Already Sir Herbert Thompson has found that its readings agree in the main with those of the Sahidic (or Southern) version of the Coptic text, though they contain a primitive form of that version with many interesting variants. He will deal with this and all kindred topics in the book which the British School of Archaeology in Egypt hopes to issue during 1924. This will contain photographs of the 86 pages, a transcript of the text in ordinary Coptic printed type, a literal translation in English, and a discussion of the text collated with the readings of the best-known manuscripts. We shall then be able to know, (Continued on next column.)

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among other pieces of information, what class of Greek text was recognised by the Primitive Christian Church in Egypt as the basis for this early version.

The generosity of a few friends of the British and Foreign Bible Society has provided a grant to the British School of Archaeology in Egypt for this publication, and the unique papyrus manuscript has been handed over to the Bible House Library, 146, Queen Victoria Street, London, where it will be available for scholars and others interested in the subject.

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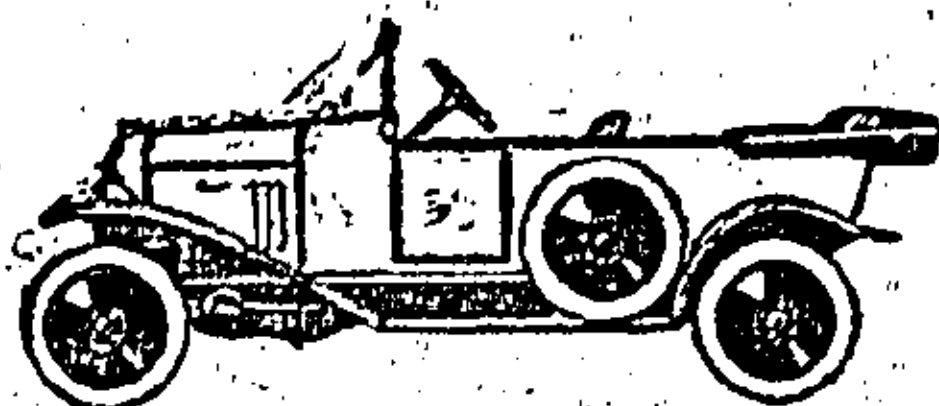
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# TAXING AMERICANS ABROAD.

DECREASE OF AMERICAN  
MERCHANTS ABROAD.

A very serious situation in connection with the future development both of American export trade and the American merchant marine is pointed out by Hon. Herbert Hoover, Secretary of Commerce, in a recent address before the American Marine Congress at New York. This is the fact that the United States by taxing its citizens resident abroad is, in many cases, subjecting them to double taxation and is also placing them at a great disadvantage as compared with their competitors of other nationalities who are not so taxed by their respective home governments. The following extracts from Mr. Hoover's address embody his views on this important matter:

"Despite our expanding export and import trade, the number of our merchants abroad has decreased in late years and yet if we would have a merchant marine they must be increased. The taxation policies of our Government have been to a considerable degree responsible for this situation."

"We are asking our people to expatriate themselves in order to sell American goods and manage American ships. Our own Government demands in income and corporation taxes up to 35 per cent of the profits of our merchants resident abroad. They also pay taxes to the government where they reside. Thus we demand that they pay double taxes. We are the only nation who does such a thing. With tax burdens even greater than ours, our competitors in the world today have freed their merchants abroad from this double taxation. For instance, an American merchant firm in London today must pay British taxes amounting directly or indirectly up to 50 per cent of its income. The American Government comes along and claims the same sum or even more. In countries not participants in the war, such as the Argentine, the British merchant pays no taxes to his home government, whereas our merchant must pay his taxes in full."

"It is, therefore, felt by many as more economic for Americans to stay at home and sell their goods in the Argentine through a German or a British merchant. Scores of our merchant firms, totally discouraged, have thrown up the sponge."

"Before the war, there were at least 1,000 American engineers employed at substantial salaries in the territories of our former allies. These men went abroad to learn American methods, American machinery and equipment in the production of raw materials, and in transportation. These salaried workers now find themselves subject to two gigantic income taxes and thus their foreign mission is unprofitable. I doubt whether there are 100 of them left in foreign territories today. A vast amount of American machinery and equipment that followed in their wake has dried up."

"There is one phase of this matter of vital importance to our farmers. Over 50 per cent of our agricultural exports go to Europe. If our merchant firms were established in Europe it would be possible for them to give delivery at that end and to establish short credits to their customers—all of which relieve our farmers. But American merchants are not likely to establish in Europe and to pay two income taxes which might absorb up to 75 per cent of their income."

"I do not wish to argue the theory that Americans who are engaged abroad in productive work should not bear their share of the national burden. I would only point out that other nations have found it is uneconomic to impose this burden upon them, and that we are left in a prejudiced position. Nor am I pleading the cause of the American expatriate who prefers foreign civilization as a luxury, who is bringing no returns to his country by way of his savings or by way of his expansion of American trade."

"These two groups are quite distinct. They can be distinguished in tax measures so as to apply the relief only to incomes earned abroad. One tied passionately to his country's interests and the expansion of its welfare; America to him is the home he serves in managing her trade. He will yet return with his savings to add to the nation's wealth, whereas the other is but a pensioner on our national resources. And yet as a nation we penalize the one who brings us service and credit."

"This very able and convincing statement of the position in which American trade envoys overseas are placed by our taxation policies should result says the Review in an Act of Congress relieving them, at least in part, from the burden of this double taxation. Obviously we cannot expect Americans of great ability and long experience in foreign trade to conduct operations for our national benefit at a pecuniary loss to themselves. Evidently this is a phase of the matter that the lawmakers at Washington saw right of when drafting the income tax law, and Mr. Hoover has performed a distinct public service in directing attention to it in such a forcible manner."

# COTTON SHORTAGE.

LANCASHIRE IN FAVOURABLE  
POSITION.

Mr. Frederick W. Tattersall, the cotton trade expert and statistician, writes from Manchester—

Considering the amount of information available, the confusion that exists with regard to American cotton supplies this season is remarkable. The time has arrived when it should be possible to estimate the position fairly accurately. Taking one year with another, the statistics of the United States Department of Commerce are reliable. As to stocks and consumption, Mr. Hester is the veteran statistician.

The crop forecast of the American Government of 10,081,000 bales must be taken as approximately correct. With linters this will mean a growth of 10,700,000 bales. The carry-over at the end of last July, according to Mr. Hester, was 2,500,000 bales. Supplies, therefore, for the twelve months will be 13,200,000 bales.

The figures so far available indicate a much smaller consumption in 1923-24, with a probable decrease of nearly 1,000,000 bales. The amount used may be put down at 11,700,000 bales. These figures point to a carry-over at the end of this season of 1,500,000 bales.

The seriousness of the situation will be realised when it is remembered that stocks throughout the world in July 1921 were estimated at more than 9,000,000 bales. The position, however, is not alarming, and the talk of famine and using up the last bale is not founded on facts. It is some satisfaction to know that Lancashire spinners are more favourably bought than users in most other countries, especially the United States.

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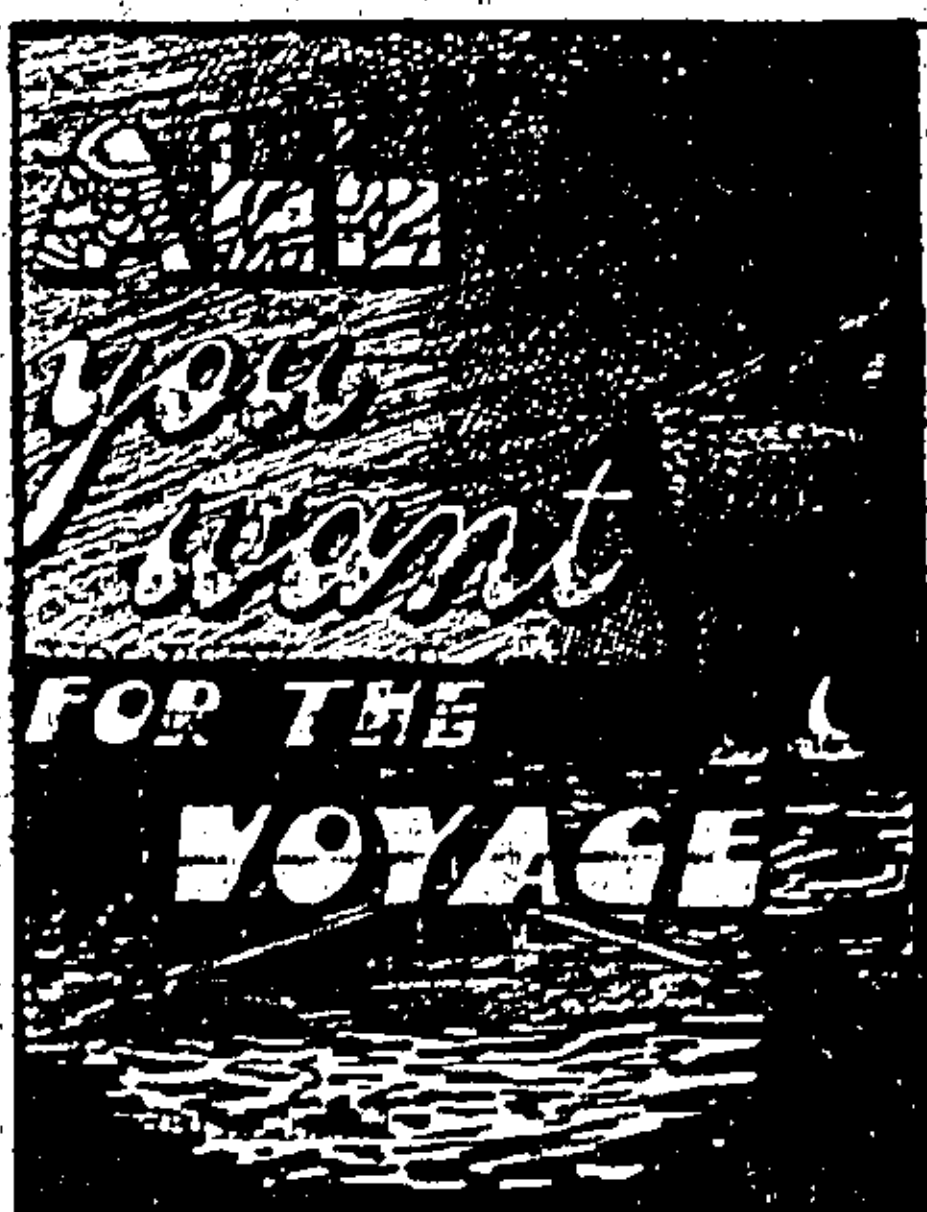
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## BRIGANDAGE IN CHINA. HALF A YEAR'S OUTRAGES ON FOREIGNERS.

Nine foreigners have been murdered and 25 kidnapped by bandits since the Lincheng outrage—the climax of banditry in China—according to figures just brought up to date by the *Peking and Tientsin Times*. The compilation does not include cases in which foreigners have been merely fired on or had close calls, or where only property has been seized or damaged.

Following the interchange of notes concerning the Lincheng affair China gave assurances that immediate steps to eradicate banditry all over the country would be undertaken, but similar outrages continued during the latter part of last year.

Brigands, however, failed to turn over a new leaf in 1923, starting the new year with the murder of Capt. Brandt and his Chinese comrade on the upper river, and finishing January with the capture of Father Frederick Van Praet of the Belgian Mission at Tole Sou, who is now the only foreign captive held by bandits, and Dr. Thompson who escaped on January 24th.

The list of outrages is as follows:—

### KILLINGS.

June 15th.—Father P. A. Meotto, Italian, Inchen, Hupen, Hubei, shot, dying Tientsin, September 3rd.

Aug. 14.—Revs. R. R. Whitford, and F. J. Watt, Church Missionary Society, Mienchow, Szechuen.

September 7th.—Yung Huan. Two Japanese officers killed, two captured. Fowchow, Szechuen.

December 27th.—Bernard A. Hoff, American Lutheran Brethren Mission, Tsoyang, died January 12th, 1924, after release.

December 25th.—Father Achille Soenen, Belgian Mission des Orto, Kokiao, Mongolia.

January 4th.—Capt. F. J. Brandt, British, aboard his ship, *Tesui*, Kachienchen, Szechuen.

January 20th.—Capt. Wilcox, British, aboard his ship, *Taile*, between Hongkong and Kowloon. One Indian guard was also killed and two wounded.

### KIDNAPPINGS.

May 15th.—H. C. Rowson, British-American Tobacco Company, released, captured in April near Pakhoi, Kwangtung.

May.—A. Love, Canadian, beaten and imprisoned by soldiers, Tsinan, Shantung.

June 15th.—Father F. A. Meotto, Inchen, Hupen.

June.—Japanese, number unstated, Changli, Chihli.

July.—A. W. Weather, British, Yunnan. Escaped August 20th.

August 23rd.—French priest, Talifu, Yunnan.

September 7th.—Yung Huan. Fowchow, Szechuen. Two Japanese officers. Still captured.

September 21st.—Miss M. Darroch and Mr. R. Shan, China Inland Mission, Shihwan-shan, Hooan. Released by Wu Pei-fu's troops, October 30th.

October 3rd.—Father Timothy McDermott, American Passionist, Tungwan, Hunan. Escaped later.

October 3rd.—C. Howard Bird and wife, China Inland Mission, Fukow, Hooan. Released later.

October 17th.—F. Strauss, China Inland Mission, Hungkiang, Hunan. Released in November.

October 23rd.—Steamer *Sunning* pirated. Three officers wounded and held. Hongkong to Kowloon.

November 13th.—Bishop Adolphe Wittner, Apostolic Vicar of Szechuan, a French priest and a nun, Changling, Shantung. Released.

November 13th.—E. W. Schmalzriedt, Reformed Church of Christ in the United States, Changling, Hunan. Released, December 24th.

December 27th.—Bernard A. Hoff and wife, both wounded and released. Mrs. Juline R. Kilen, taken American Lutheran Brethren Mission, Tsoyang, Hupen. Released.

January 22nd.—Father Frederick Van Praet, Belgian priest, captured at Tole Sou, Shansi, Mongolian border. Still held captive.

Jan. 24th.—Dr. Thompson captured at Paotowchen, near Mongolian border, while returning to Peking with Brig. Gen. Persia's effects. Escaped January 31st.

In addition to the above list of foreigners the foreign communities were interested in the case in which Mr. S. S. Kih, a graduate of Massachusetts Institute of Technology, was captured by bandits at Kienchow on the Tsinan railway and later killed despite the fact that \$15,000 ransom had been paid.

## THE JAPANESE IMPERIAL WEDDING.

OCEAN OF CONGRATULATIONS.

Congratulatory letters to the Imperial marriage received by the Board of Ceremonies of the Imperial Household Department from loyal subjects in all parts of the Empire and abroad by the 25th January at noon aggregated 200,000; those received by the Secretariat of the Ministers of State numbered 230,000, those by the Prince Regent's Household 160,000 or 250,000 in all. On account of his Imperial Highness having visited Europe and coming in direct touch with westerners, a number of cables expressing their hearty congratulations addressed directly to Prince Hirohito (the Prince Regent) reached the Regent's Palace, in Akasaka from foreigners in their respective countries at the same time. *Japan Chronicle*.

In Cape Town steps are being taken to urge the importance of the harbour as a naval base in time of emergency, and it is pointed out that for £2,000,000 or £7,000,000, compared with the estimated cost of £11,000,000 for the Singapore Scheme, the port could be made thorough by up to date.

## CARGO AT YOKOHAMA. AN AWKWARD SITUATION.

An awkward situation, in which the steamship companies, the landing agents and the importers are concerned, has arisen at Yokohama. This situation has been created by the extreme congestion which prevails at the Customs. In connection with this an advertisement appears in the *Japan Chronicle*, in which the agents of steamers calling at Yokohama announce that they will not be responsible for the present lack of landing and storage facilities at the Customs and other warehouses in that port, and that owing to such shortage cargo may be landed in any open space available at the entire risk of the owners of the goods. Touching this announcement, some action is being taken by some of the principal Japanese importers, in order to avoid the risk of having their cargo damaged by being placed in the open. Messrs. Iwai & Co. are the leaders in this movement, and they have invited about twenty other Japanese firms, and also Messrs. Sale and Frazer, Ltd., to co-operate with them. Representatives of Messrs. Iwai & Co. and Suzuki & Co. called a few days back on the Chief Inspector of Customs and put the position before him, asking his assistance. This official is reported to have stated that he was unable to do anything for the importers, but advised them to hold a meeting of as many as could be got together and discuss the situation, after which they might appeal to the Board of Reconstruction requesting the provision of some additional sheds for storage accommodation either at the Customs compound or elsewhere, or that such other steps should be taken as would relieve the situation. The importing houses referred to were expected to hold a meeting on Monday, the 28th inst., at Messrs. Iwai & Co.'s building in Sakai-cho, in accordance with the suggestion indicated above.

As may be imagined, the importers are dissatisfied with the attitude of the steamship companies, while the latter state that they have no alternative and that the congestion is due to the importers' tardiness in clearing and removing cargo from the Customs, an operation in which they cannot assist. Their further contention is that they are only responsible for the condition of the cargo up to the time of delivery from the ship's tackle into the lighters, from which time the responsibility of the landing agents begins. The landing agents, on their part, claim that they are doing their very best; that while they cannot provide shelter for all cargo they handle, they are always ready to provide cover within reasonable limits for such cargo as is liable to be damaged by the elements when stored in the open. Certainly the importers are placed in a very awkward position, inasmuch as their customers are not taking goods off their hands with anything like promptness, owing to shortness of money. Fortunately for all parties concerned, a large percentage of the cargo arriving consists of lumber and steel, which of course, will not suffer if kept in an unsheltered place, unless exposed for an unduly long period.

Messrs. Iwai & Co. have circulated the signature to the advertisement referred to, requesting them to use their best endeavours to land their cargo as heretofore in some sheltered place, especially cargo liable to damage if exposed to the weather. They further ask that whenever the steamship companies find it necessary to place their goods in an exposed position, they will notify them in advance of their doing so. Moreover, failing such notice, they will hold the steamship companies responsible for the consequences, notwithstanding the publication of the advertisement referred to. *Japan Chronicle*.

## "THE RAJAH OF RAJAPPORE." PLEASING AMATEUR PERFORMANCE AT KOWLOON.

"The Rajah of Rajapore," a musical play in three acts, was presented at the Star Theatre, Kowloon, yesterday afternoon by the Kowloon Dock A.D.C. This play was given by the Company a short while ago, and an outline of the plot was then published in these columns. Yesterday's performance was a distinctly improved one. Mr. J. C. Brown was impressive as the Rajah; Mr. W. C. Smith, as a Civil Servant, scored in his vocal numbers, and Mr. G. White, as the wicked spirit which steals the mystic jewel looked really villainous. The part most successfully sustained was that of the Chinese manservant, undertaken by Mr. J. S. Nichols. When not engaged in alterations with Pat, the Major-General's attendant (Mr. A. Duncan), Mr. Nichols slouched about the stage in a superbly detached manner, his shoulders hunched and his eyes towards the ground. He was, in truth, the personification of the Chinese resident of this Colony who gets knocked down by a tram-car or motor-car every day and removed to the hospital or the mortuary. The ladies in the cast were all prettily dressed. The singing of Miss Doris Pundich, though sweet, lacked power. As the Goddess of Light, Miss Pearl Ogilvie was imposing, and the scene in which she was accompanied by her fairies (ten delightful little girls, some not much over three years of age) was one of the best of the play. (Mr. F. J. Jenner, the producer, is to be congratulated upon the efficient manner in which the piece was presented, and a word of thanks is due to Mr. H. Lawrence's guidance of the orchestra. "The Rajah of Rajapore" will again be shown by the A.D.C. on Saturday evening at the same venue. It is certainly worth a visit.

## PIRATES: A RETROSPECT.

[BY "CAMPER"]

The several cases of piracy that have occurred during the past few months have drawn public attention to a class of occupation—(should one call it a profession?)—which as a means of "getting rich quickly" has existed more or less from the earliest times right down to the present day: and it is very interesting to compare the various periods and types of piracy, and the causes which led to its gradual extinction, until now it is confined to an occasional outbreak on the China coast.

Unless there is a ready market for their plunder, only the foodstuffs captured by pirates are of any practical use to them, and it is noticeable that in the Early and Middle Ages the fact that one city or tribe had little or no care for the sufferings of another led to the unfailing supply of a market within easy reach of the robbers. Even later on, the fact that the various nations were in a state of constant warfare with each other led to the same result, and it is remarkable that it was not until about 1815, when a general peaceful settlement was arrived at in Europe, that piracy as a whole was extinguished. While we are apt to forget that it was carried on extensively in Malaya generally within the last 50 years or so. Even with the piracies that are occurring at present it is simply a case of history repeating itself; for the government of China is torn with internal dissensions and cannot wield authoritative power, as the gangs of bandits, etc., bear ample witness.

One of the most noted early periods of piracy was during the time of the Vikings, who were robbers pure and simple, living upon the plunder they secured from the coasts of South-Western Europe, and are quite distinct from the Angles and the Danes, the invaders of the shores of France and England from the 5th to the 10th centuries, who settled down and inhabited these countries. These Vikings were great rovers, and it is believed that they were the true discoverers of the continent of North America, reaching it via Iceland and Greenland, some time in the 7th or 8th century A.D.

The coast population of that portion of North-Africa which now forms Tripoli, Algeria and Morocco, was always addicted to piratical attacks on the shores of Europe opposite, but the robber powers which were known as the Barbary Pirates or Corsairs originated in the 18th century and were not finally suppressed until about 1830, when the French conquered Algiers.

Their rise was partly due to the expulsion of the Moors from Spain about the end of the 15th century, when they sought revenge in piratical attacks on the Spanish coast. In self-defence, Spain tried to conquer the coastal towns of Algiers and Tunis, but the inhabitants, greatly assisted by the Turks, defeated them. From about 1587 to 1680, they were governed by Turkish rulers sent from Constantinople, but in the latter year a big military revolt in Algiers reduced these pashas to mere figureheads, and henceforward these towns, nominally part of the Turkish Empire, were really military republics living by plunder pure and simple, on both land and sea.

Prior to the 17th century they only used galleys, which more or less confined them to the Mediterranean coasts. But with the introduction of sailing vessels by a European renegade, their scope was greatly extended, and they penetrated into the Atlantic as far as the Canaries, and even up to Iceland. They reached the height of their power during the first half of the 17th century, when a considerable part of their strength is said to have been supplied by renegades who flocked to them from all parts of Christendom.

Their campaigns were carried out under captains or *raies*, who formed a distinct class. Their vessels were fitted out by capitalists, and 10 per cent. of the value of their prizes was paid into the treasury of the pasha or Dey. Any trader belonging to a nation that did not pay blackmail in order to secure immunity was liable to be captured at sea, and all on board to be made prisoners. The rich were allowed to ransom themselves, but the poor were condemned to a life-long slavery. At their most flourishing period there were said to be more than 20,000 captives in Algiers alone.

A good many individual attacks were made upon these ports by various European powers, but none of them was pushed home, and it was not until after the general European pacification of 1815, that combined action was taken, doubtless very largely assisted by the general desire for the suppression of the Slave Trade, which itself was part of the great wave of humanitarianism which passed over Europe at that time. Although Algiers was subjected to a terrific bombardment by combined naval forces, in 1816, the effect was only temporary, and piracy was not effectually extinguished until the French occupation of 1830.

The existence of these Corsair-led to the formation of several religious organizations which devoted themselves to the redemption of the Christian captives from slavery. The best-known of these was the *Redemptorists*. The members of this Order, founded in 1198 by St. John of Matha, were bound by vow to use every endeavour to succour the Christian captives in the power of the Moors, to collect alms to pay their ransom, and in cases of desperate need, (e.g., to avoid probable apostasy) to offer themselves in place of the captive. It was quite a customary thing for large sums of money to be willed to these bodies for the purpose of furthering their aims. It may be interesting to some to learn that the great Cervantes, the author of *Don Quixote*, was for many years a captive in Barbary.

Another instance of organised piracy carried on for a considerable period was the Buccaneers. This name was given to various piratical adventurers of different nationalities who were united in their hatred of Spain, and who established themselves chiefly in the Caribbean Sea during the 17th century.

Their existence was primarily due to the oppressive colonial policy of Spain, who refused to recognise the right of any other country to establish settlements or even to carry on trade in the West Indies. These Spanish monopolies naturally led all other seamen who sailed the Caribbean to have an intense hatred for everything Spanish; and the pleasures of a roving life, enhanced by the prospect of occasional fights with forces organised and led by Spanish officials, particularly appealed to them. Out of such conditions were evolved the Buccaneers—alternately sailors, and hunters, even at times planters—of a roving nature, bold, unscrupulous, very often savage, and possessing an intense hatred for Spain.

As the latter country insisted in her monopolies, England, France and Holland refused to take any action to control these Buccaneers. Quite the contrary, in fact; they authorized those of their own subjects who so wished to fit out ships and attack the Spaniards, not as belligerents, but in their capacity of private gentlemen. Hence they were known as "Privateers": but, to all intents and purposes, were no more nor less than "legalized" pirates.

The Buccaneers who invaded the islands were readily welcomed by the inhabitants, who had been deprived of a ready market for their products by the monopolies imposed by the mother-country. Left free to make settlements at their own risk, a small band of settlers from the sea-faring nations selected the island of St. Kitts to form a headquarters station. The English and French, however, did not get on very well together, and in 1629, after most of the English had departed to a neighbouring island, the remaining settlers were surprised by the arrival of a Spanish fleet. But after the departure of the latter, the scattered bands returned, and as buccaneering was now a most lucrative business, operations were extended, and new settlements sprang up. France, also, had not been idle, and in 1641 took possession of Tortuga, expelling the English. As England was then engaged in the Civil War, the Buccaneers had to look after themselves as best they could.

There were many fights between the Spanish and the Buccaneers. Many islands were thus constantly changing hands, and the state of affairs was becoming too precarious even for these rovers, when they secured a change by the fortunate capture of Jamaica, by the British fleet in 1655. These conquests had all been made with the assistance of the Buccaneers, who, in fact, made up a mercenary fleet, ready for employment by any other nation against the power of Spain, on condition that they shared the plunder. And they were noted for their daring, their cruelty, and their exceptional skill in seamanship.

Their history may be divided into three periods, the first extending from their rise to the capture of Panama by Morgan in 1670, and it was during this period that the men, such as Morgan, Mansfield and others whose names have passed down to us as great leaders, flourished. The second period, from 1671 to 1685, is the time of the greatest daring and prosperity of these Buccaneers, when their power extended not only over the Caribbean, but also over the whole of the Pacific from California to Chile. The final period extends from 1685 to shortly after the opening of the new century, and is marked by disunion and disruption, when the rude honour and independence of the Buccaneers degenerated into unmitigated vice and brutality.

The capture of Panama in 1671 was too much even for the bravest of European powers, and a treaty was arranged between Spain and England, whereby all hostilities were formally renounced. By it, Great Britain was to retain all her possessions in the New World (a remarkable concession for Spain to make), and in return engaged not to trade with any Spanish port unless a licence was held. But this treaty was very poorly observed in Jamaica, where the Governor was a close associate of the "Privateers" as the Buccaneers were officially known, and it soon became a dead letter.

The power of the Buccaneers was at its height over the second period, but the combination was too extensive for its work, while the different nationalities of the men forming it was a growing source of discord. In 1683, the outbreak of war between France and England naturally led to their disruption, and thus put an end to the bond of unity which had made them so formidable a force for about three quarters of a century. During the short peace of 1697 to 1700, both England and France were using all their influence in both the Old and New World to get into the favour of the King of Spain. And in 1700, with the re-opening of hostilities, and the rise of Spain, due to the success of the French claimant to the throne, the career of the Buccaneers was brought to an effectual close.

It is really remarkable what an extraordinary amount of glamour and romance hang around the words "Pirate" and "Buccaneer," and how fascinating practically all people—especially the young—and novels and romances based on piracy. Who has not been thrilled and entranced by Stevenson's "Treasure Island" or Sabatini's "Sea Hawk," or similar books? Bill Bones, Silver, Trevelyan, haunt our imaginations and live in our hearts. In fact, it would appear that, at heart, all men are pirates, and most of us seem to have a "sneaking admiration" for the "bad boy."



# FOUNDING OF THE "MARY HORLOCK"

## COURT OF ENQUIRY OPENED.

### ORDALS OF A BRITISH CREW IN THE STORMY PACIFIC.

At the special request of Captain Charles Hill, Master of the s.s. *Mary Horlock*, a letter to the Harbour Master of Hongkong, a Court of Enquiry into the circumstances surrounding the abandonment of the British steamer, *Mary Horlock*, was opened at the Marine Magistrate's yesterday morning. The ship, it will be remembered, was abandoned on January 25th, in a sinking condition, her crew being saved by the s.s. *President Taft*.

The members of the Court are:—Lieut. Comdr. Conway Hale, B.N.R. (Acting Harbour Master and Marine Magistrate), President; Lieut. Comdr. P. W. F. Henderson, R.N., Superintendent of the Chart Dept., H.M. Dockyard, Hongkong; Capt. A. J. Hawley, Commander of the s.s. *Empress of Australia*; Capt. G. Byers, Master of the s.s. *Chin Hui*; and Capt. S. O. Mifflord, Master of the s.s. *Sui Sang*.

Mr. F. G. Vaux appeared at the Court to represent the Captain of the steamer and Mr. G. G. N. Tinson represented the owners of the vessel, the Horlock Shipping Company of England. The vessel was 5,000 tons gross and 3,440 tons net register. She was carrying at the time a cargo of timber for Japan, valued at 300,000 yen and she had a crew of 7 officers and 12 men. The agents of the vessel in Hongkong are Messrs. Dodwell & Co. She was abandoned some 700 miles off the coast of Japan.

Mr. Vaux in his opening address to the Court, said that on December 20th the s.s. *Mary Horlock* left the port of Tacoma with a cargo of timber, but before leaving she was surveyed by the San Francisco Under-Writer's Association. The Captain would say that he personally supervised the loading of the cargo and he was very thorough in seeing that the cargo was loaded in a correct manner. The vessel at that time had 91 inches of free-board but as the Captain did not allow for the width of the Plimsoll mark and for the density of salt water her actual free-board was 51 inches. "Unfortunately," said Mr. Vaux, "the Chief Officer's log is not produced in Court except from January 25th to the day of the abandonment of the ship; logs previous to the first mentioned date were lost when the ship was abandoned."

The story, Mr. Vaux went on to say, "is one long history of heavy gales, and right from January 25th to January 12th the gales were almost continuous. Further heavy gales were encountered from January 22nd, January 23rd and January 24th. Every possible means were used to make the ship snug during this period. During the night of January 12th and January 13th her steering gear broke, but temporary repairs were effected. Shortly after this, owing to heavy weather, there was anxiety on board about shortage of coal and it was found necessary to breach the cargo of timber with a view conserving her coal fuel. On January 24th she was in further difficulties and on January 25th radio messages were sent out asking for help."

Mr. Vaux said that these messages contained a request for ships to stand by. Apparently the message was picked up by two steamers, one being *President Taft* and another ship, which need not come into the story as she was unable to render any assistance. On January 25th, the deck cargo shifted, owing to the ship's heavy list, which further impeded the steering gear by bearing on the steering gear chains. In the official log for the 25th there was an entry that the actual hull or shell plate had given way and the ship was in serious straits. The s.s. *President Taft*, after being in radio communication with the *Mary Horlock*, arrived on the scene at 3 p.m. on the 25th and when they had laid an oil field round the vessel the crew were safely taken off, the injuries being slight."

Regarding the radio messages leading up to the abandonment of the ship, Mr. Vaux said that at 1.40 p.m. on January 25th an S.O.S. message was sent out asking for ships to stand by. The *President Taft* replied that he could not stand by but that they were willing to take the crew off. At 2.25 p.m. the Master of the *Mary Horlock* replied, refusing to abandon the ship. The words of his message were: "We have received your message, not prepared to abandon ship, will endeavour to dump deck cargo, steering S.E., four knots."

Later on things became more serious and another S.O.S. was sent out about 5.50 p.m. on the 25th stating that the deck cargo had shifted and that the ship had a heavy list and requesting steamers to stand by. At 10 a.m. on the 26th the *Mary Horlock* was apparently drifting and her bunkers were running out. A further S.O.S. was sent out calling for assistance, and in reply he was asked if he was prepared to abandon ship. An hour later he replied to this message which was from the s.s. *President Taft*: "Will abandon steamer on your arrival." The position of the Captain up to this time was that he had to decide whether he would abandon ship or hold on without assistance.

At three p.m. on the afternoon of January 26th the *President Taft* arrived and at that time the steamer was drifting at 11 miles per hour and her Captain was of the opinion that she was sinking. At 4.30 p.m. the first boat was launched. The *Mary Horlock* had a serious list and it was only with difficulty that the boat was launched. Skids were laid. This boat was sent away in charge of the Chief Officer. During this time the *President Taft* had been circling round the ship laying an oil field round her. It was found impossible to launch another boat

so a boat was sent from the *President Taft* which took off the remainder of the crew. This second boat left at about 7.20 p.m. and about this time the Master would give in his evidence that as his ship was on a recognised route she would, as a direct, be a menace to shipping, he had decided, before leaving the ship, that the correct course was to scuttle her. He ordered the Chief Engineer to do this and this was done before the Captain left the ship. His reasons for scuttling the ship the Captain had fully set out in his letter to the owners of the ship on January 30th.

In conclusion, Mr. Vaux said that Capt. Hill's decision to abandon the ship was supported by the Master of the *President Taft* and though he had to take the responsibility for his action a second opinion appeared to confirm him in so doing.

In reply to questions by the President of the Court, Capt. Hill said that practically the whole of the crew were still in Hongkong and that all the officers of the ship, with the exception of the third engineer, who was in hospital, were available to give evidence.

The President ordered that the carpenter, the bosun, two A.B.s. (Fitzgerald and Eylan) and an apprentice named Wablen attend to give evidence if required.

Capt. Hill, giving evidence, said that he loaded his cargo at Tacoma, Port Billingham, Port Everett and Seattle, and in addition to a total cargo of 3,000,000 odd board feet of timber he had 1,200 tons of bunker coal. A quantity of the timber was very heavy and of big dimensions, and 755,380 feet of the timber being sent to Seattle he consulted the weather reports which forecasted better weather. He bore out the story outlined by Mr. Vaux and in reply to a question by Capt. Hawley said that he ran before the gale so as to ease the strain on the rudder and to save coal.

The Chief Officer (Mr. Jones) gave it as his decided opinion that the ship's list was between 30 and 40 degrees when the ship was abandoned. "The list had been gradually increasing. He put it down entirely to water coming into the ship and when she was abandoned he thought she would go down in a very few hours."

Lieut. Comdr. Henderson: "Was the sinking stern head on or on an even keel?"

Witness: "By the stern, Sir; the water was coming into No. 3 hold."

The Chief Engineer (Mr. Wm. Martin Dockway), said in the course of his evidence that he experienced no trouble with the pumps. They were working well right up to the time they decided to abandon the ship.

Capt. Hawley: How did you scuttle the ship?

Witness: Opened the cover of the tank filling valve and opened the tank injection. Lieut. Comdr. Henderson: How much water would enter the ship per hour by this?—The pipe is 8" diameter and the inlet is 24 feet below water.

When did the first first come to the ship?—At midnight on the 24th and 25th. When did you first think that the ship was strained?—At nine o'clock on the morning of abandoning the ship.

The President: When were you first aware that the ship began to make water?

—Shortly after 3 o'clock. This is a standard ship. Are you satisfied with the structure of the ship, equipment and machinery?—I consider she was very strong and very satisfactory in every way.

What was your opinion as to how the water got into No. 3 hold?—The shifting of the deck cargo carried away the bulwarks which started the rivets. Witness went on to say that the repairs to the steering gear were satisfactory, quite good enough to bring the ship into port. The Master, he said, asked him for his opinion as to the advisability of abandoning the ship and he told him that the only thing he could do was to leave her.

Did you think she was doomed?—Yes. The only thing we could do was to abandon her. If we had stayed on board we would have lost our lives as well. That was my opinion and I am even more firmly of that opinion now.

In reply to Mr. Vaux, the Chief Engineer said the repairs to the steering gear were sufficient to meet the heavy subsequent gales. He added that he noticed that the coupling bolts of the rudder were slack, but this had nothing to do with the repairs which were carried on the quadrant.

The ship's carpenter (Nicholas Dalton) described the storm as the worst he had ever been in, but the ship behaved very well.

Lieut. Comdr. Henderson: "When did you first find the ship was taking water?"

Witness: On the morning of the 25th (the day the ship was abandoned), just at daybreak; till then the soundings had been good; then I got 12 feet of water in hold No. 3 port bilge.

Witness went on to say that he took soundings every quarter of an hour after until it got too bad and then he gave it up.

The second officer (Mr. Jones), the bosun (Patrick Fennell) and an apprentice (E. N. Watson) were called but they could throw no fresh light on the "disaster" as the President termed it.

An able seaman, named Fitzgerald, who stated that he had been 40 years at sea, was asked if he could add any further information to that already given. His reply was illuminating in so far as the state of the ship and the weather were concerned. "The only thing I can say, Sir," he said, "is that I am glad I am out of her and I did not get out of her a minute too soon. It was absolutely the worst weather I have ever come across and I have been at sea for 40 years."

This was all the evidence called and the President announced that the finding of the Court would be given on Saturday at noon.

# SEQUEL TO MOTOR COLLISION NEAR TAIPO.

## DUTCHMAN SUES HONGKONG HOTEL AND EAGLE GARAGES.

### NEGLIGENCE ALLEGED BY THE PLAINTIFF.

Karl Ludwig Haessler, a Dutchman (local representative of Messrs. George Dralle, Ltd.) brought an action in the Summary Court, before the Puisne Judge (Mr. Justice Gompertz), yesterday, claiming damages from the Hongkong and Shanghai Hotels, Ltd., and also the Eagle Garage, in respect of a collision of motor-cars, which took place on the Taiipo Road in June, 1923. The claim is made up of \$120 for doctor's and hospital expenses, \$75 loss of commission which he would have earned if he had not been incapacitated and \$1,000 for general damages.

The plaintiff was represented by Mr. M. M. Watson, whilst Mr. H. C. Macnamara appeared for the Hongkong Hotel garage and Mr. D. McCallum for the Eagle Garage.

Mr. Watson, outlining the plaintiff's case, said that plaintiff, with two friends, hired a Hotel garage car on Sunday afternoon, June 3rd, for a drive round the New Territories. Just past Taiipo there was a collision with a car owned by the Eagle Garage, which was proceeding in the opposite direction. The cars were both in sight of each other for a long time before the collision and there was no possibility of the accident having arisen from inevitable causes. The Hotel car went over the bank of the road, falling five or six feet, the plaintiff suffering injuries which necessitated his going to hospital. There was either negligence on the part of both or one of the defendants.

His Lordship held that if, at the end of the case, he was in doubt which of the defendants was in fault, the plaintiff would get a share of the damages from both.

Plaintiff stated, in the course of his evidence, that after passing Taiipo he saw another car approaching, and could see it a long way ahead. The car in which he was riding was not proceeding very fast, but the approaching car appeared to be going faster. Instead of passing each other, the cars collided, the wheels touching and his car went over the side of the road, falling five or six feet. Witness was cut very severely about the mouth by broken glass. He later spent nine days in the Peak Hospital and was under medical treatment for three weeks. His explanation of the accident was that one of the cars failed to give way.

Plaintiff, cross-examined by Mr. McCallum, stated that he did not think it was because of speed that the car in which he was riding, proceeded after the collision and went down the bank.

Mr. Macnamara opened his defence by mentioning that the Hongkong Hotel garage commenced an action against the Eagle Garage, but the proceedings were later withdrawn owing to the slight damage to the car.

Mr. Dekkar, a Dutchman, who was in the Hotel car at the time of the collision, giving evidence for the Hotel garage, said the car was not going at more than 15 miles per hour. He thought the accident was due to the other car not giving way, and it could easily have been avoided.

Cross-examined by Mr. McCallum, witness admitted that the Hotel car travelled about 10 or 15 yards before it went over the bank. The driver might have lost his head. He admitted that the Eagle Garage car was pulled up only a few feet away from the spot where the collision occurred.

Mr. Parsons, manager of the Hotel garage, maintained in evidence that as the Hotel car had a right hand drive it could not, with safety, have been nearer the edge of the road.

Witness, however, accepted certain measurements which were put to him by Mr. McCallum, which proved that the Hotel car was slightly a matter of about two inches over the centre of the road. He thought that the car went over the bank because the steering gear became locked by the collision.

The driver of the Hotel car said that the other car did not keep far enough over on its proper side of the road.

Cross-examined he added that as soon as the collision took place his engine stopped. He did not de-clutch and it was the impetus of the collision that caused his car to swerve round and fall over the bank. After the collision, the Eagle car did not stop until it had gone 500 or 600 feet past the spot.

His Lordship thought that if it appeared that the driver of the Hotel car failed to act reasonably after the collision and because of that the car went over the bank, he might like the assistance of an assessor on technical matters.

Addressing his Lordship, Mr. Macnamara pointed out that it did not matter very much if the Hotel car was a matter of an inch or two over the centre of the road. It had been proved that the near wheel was only 18 inches off the side of the road and he claimed that that was a reasonable space to allow. Where the collision took place was a bridge, and the Hotel car was on that bridge first. It was the duty of the Eagle car's driver not to have come on that bridge unless he was reasonably sure that he could have got through. The Hotel car had the right of way.

Mr. McCallum contended that the Hotel car was being driven so fast that after the collision it could not be pulled up and that it went over the bank.

The driver of the Eagle car gave evidence to this effect.

The case was continued in the afternoon, and after the solicitors had addressed the Court, his Lordship announced that he would reserve judgment.

# SPORT

## THE ANNUAL TENNIS TOURNAMENT.

### HOW THE ENTRIES ARE GOING.

#### NO 225 KWONG AND OTHER WELL-KNOWN PLAYERS NOT YET ENTERED.

Entries for the Colony's tennis tournament close to-day and yesterday we were informed by the Hon. Secretary (Mr. L. S. Greenhill) that though the entries to date are not by any means up to the average, yet judging from the present keenness on tennis, it is expected that they will be up to or over the average.

In the open Singles event for the championship of the Colony, only half the ordinary number of names have been sent in so far. Amongst well-known players who have entered are Mr. S. E. Green, ex-champion of the Colony, and Lieut. Com. Worthington, a hot favourite last year, who was unfortunately compelled to drop out after reaching the semi-final owing to illness. This year the Japanese community are represented by eight of their nationals. It is a long time since we have had any representatives from the Land of the Rising Sun but this year their intent to make a bold bid for tennis honours. They should go a long way on the tournament for, though we have not heard very much about their play lately, they can put forward some very strong players, as witness the fact that in a friendly game the other day one of their players soundly trounced one of the Colony's best and most experienced players. It comes as a surprise that, so far, only three Chinese have entered for the singles event; usually there has been no shortage of entries from this section of the community. The three Chinese entered are T. Lay, Row Man Tsun and Ho Ka Lan. The name of Ng Sze Kwong, who has been our champion for the last six years (and who is entering for the Davis Cup), does not appear, whilst the names of several other well-known Chinese players are missing. Then what of the Rumjahn family—who provided us with such good exhibitions for the last two years—and other good players from the Indian community. So far not a single entry has been received from any of the Indian players. Last year one of the Rumjahns was the Singles finalist. It is hoped they will roll up to-day with their entries.

As regards the Open Doubles, here again the entries are under the average. So far only two have been received from Chinese players. They are: Yew Man Kit and Yew Man Tsun; and Ho Wei Hing, partnered by Ho Ka Lan. Amongst others entered are S. E. Green, partnered by T. Lay, and Lieut. Com. Worthington, partnered by F. A. Redmond.

The Club events are in much the same condition, though perhaps slightly over half the normal number of entries have been received already.

The entries close to-day.

# CRICKET.

## H.K. CLUB 1st XI. v. UNIVERSITY.

The following team will play to-morrow, the 16th inst., at 2.15 p.m. on the University ground:—

H.K.C.C.—R. Hancock (capt.), G. R. Moore, E. G. Lammert, H. Owen Hughes, E. J. R. Mitchell, R. E. A. Webster, A. C. I. Bowker, A. V. T. Dean, Col. Robertson, D. H. F. McMaster and L. H. Kearne.

University.—A. A. Rumjahn (capt.), H. N. Balhetcher, P. K. Quick, A. S. Heron, R. A. Ponsonby, F. M. Y. Roffey, W. M. Glavin, M. O. Yew, M. B. Osma, D. Laing and B. P. Ng.

A bus will leave the H.K.C.C. pavilion at 1.45 p.m.

## H.K.C.C. 2nd XI. v. ROYAL ENGINEERS.

The following will represent the Club in the League match to-morrow:—G. H. Piercy (capt.), H. E. Hollands, L. D. McNeill, E. C. Hagen, H. Griffin, D. E. G. Nicholson, C. R. Baron, C. V. Mark, T. B. Powell, P. Jacks and J. A. H. Plummer.

The match H.K.C.C. v. Royal Navy at Happy Valley is cancelled owing to the ground being unfit for play.

## I.R.C. 2nd XI. v. ROYAL NAVY 2nd XI.

The following will represent the Indian Recreation Club 2nd XI. in a League match against the Royal Navy 2nd XI. to-morrow at 2.15 p.m. at Soekunpoo:—D. Rumjahn (capt.), Sirdar Khan, E. A. Moosdeen, Y. A. Wahab, E. Moosdeen, O. Rumjahn, H. D. Rumjahn, F. M. el Arullil, M. P. Madar, A. Kitchell and A. H. M. Samy.

## K.C.C. 2nd XI. v. R.A.M.C.

In this League match at Kowloon to-morrow at 2.15 p.m. the home XI. will consist of: H. Overy (capt.), A. O. Brawn, E. J. Edwards, W. L. Weaver, O. B. Raven, A. R. P. Raven, B. Petheram, A. J. Kew, E. Savage, J. Fraser and T. Lay.

## K.C.C. v. CIVIL SERVICE C.C.

In this friendly match at Happy Valley to-morrow at 2.15 p.m. sharp Kowloon will be represented by E. E. Lindell (capt.), A. W. Ramsey, S. Lee, E. Pester, J. C. Foster, L. E. Lamert, F. W. Howell, B. Barnshaw, C. Barnshaw, L. A. R. Dungan and Capt. McHewitt.

## C.C.C. v. E.E. TELEGRAPH C.C.

In this match, to be played to-morrow at 2 p.m. on the C.C.C. ground, the home XI. will be composed of B. W. Bradbury, T. Grimes, E. Mowling, B. W. Mubbert, F. K. Modi, A. A. Paoa, S. Abbas, G. White, S. Moore, A. W. Milne and M. Pina.

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## NEW ADVERTISEMENTS

## ROYAL HONGKONG GOLF CLUB.

**THE EXTRAORDINARY GENERAL MEETING** to confirm the Resolutions passed at the previous Extraordinary General Meeting will be held in the Board Room of Messrs JARDINE, MATHESON & Co., Ltd., Hongkong, on FRIDAY, 15th DAY OF FEBRUARY, 1924, at 2.15 P.M.

PERCY SMITH, SETH & FLEMING,  
Secretaries and Treasurers.

## ST. JOHN'S CATHEDRAL.

## AN ORGAN RECITAL

Will be Given by  
MR. FREDERICK MASON, A.M.C.O. L.T.C.L.  
Assisted by  
Mrs. M. MATHESON (CONTRALTO).  
on  
TUESDAY, FEBRUARY 19th, 1924,  
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## OFFICIAL NOTICE.

## PROPOSAL TO CHANGE A SHIP'S NAME.

I, BRIAN OSCAR BLAKER, of Victoria, Hongkong, HEREBY GIVE NOTICE in consequence of there being a previous Registry of Similar Name, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Steam Launch "PAK KING", of Hongkong Official Number 194366 of gross tonnage 10.05 tons, register number 3403 tons, heretofore owned by me, for the purpose of changing her name to "PAK KING" and to have her registered in the New Name at the Port of Hongkong as owned by me.

Any Objections to the proposed Change of Name must be sent to the Registrar of Shipping at Hongkong within Seven Days from the appearance of this Advertisement.

Dated at Hongkong this 14th day of February, 1924.

Sgd. B. O. BLAKER. [359]

## HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

## NOTICE TO SHAREHOLDERS

**THE THIRTY-SEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS** will be held at the Office of Messrs JARDINE, MATHESON & Co., Ltd., on MONDAY, FEBRUARY 19th, 1924, at 11 A.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended December 31st, 1923.

The TRANSFER BOOKS of the Company will be CLOSED from Thursday, February 14th, 1924, to Monday, February 26th, 1924, BOTH DAYS INCLUSIVE.

W. S. BROWN,  
Secretary.  
Hongkong, February 5th, 1924. [315]

## THE HONGKONG ROPE MANUFACTURING CO., LTD.

**THE FORTIETH ORDINARY ANNUAL MEETING OF SHAREHOLDERS** in the above Company will be held at the Office of Messrs JARDINE, MATHESON & Co., Ltd., on THURSDAY, the 28th FEBRUARY, 1924, at 11 O'CLOCK A.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1923, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from Thursday, 21st February, 1924, until Thursday, 28th February, 1924, both days inclusive.

SHAWAN, TOMES & CO.,  
General Managers.  
Hongkong, 9th February, 1924. [319]

## GREEN ISLAND CEMENT CO., LTD.

**THE THIRTY-FIFTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS** in the Company will be held at the Office of the Company, Mr. GUONONG'S BUILDING, Chater Road, Hongkong, on TUESDAY, the 4th MARCH, 1924, at 11 O'CLOCK in the Forenoon, for the purpose of receiving a Statement of Account and Report of the Directors for the year ending 31st December, 1923, and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from Tuesday, the 19th February, 1924, until Tuesday, the 4th day of March, 1924, both days inclusive.

By Order of the Board of Directors,  
SHAWAN, TOMES & CO.,  
General Managers.  
Hongkong, 11th February, 1924. [346]

## CONTRACTORS PLANT.

ON Completion of Pui Wah Road and Johore Causeway Contracts, the Contractors, TOPHAM, JONES & RAILTON, LTD., of London, have a Large Quantity of

## LAND AND MARINE PLANT FOR IMMEDIATE DISPOSAL.

The LAND PLANT includes Air Compressors, Boilers, Cranes (Travelling Derrick, Goliath and Titan, up to 15 tons lift), Concrete Mixers, Rock Drilling Machines, Portable Engines, Grab Buckets, Locomotives, Pumps, Floodlights, Rails, Rabbits Skips, Shop Machinery, Trucks, Wagons, etc.

The MARINE PLANT consists of Ocean-going Tugs, Smaller Tugs, Steam and Lighters, Wooden Pontoon, Grab Cranes on Steel Pontoon, etc.

Enquiries are invited, and should be addressed to

TOPHAM, JONES & RAILTON, LTD.,  
Post Office Box 608,  
Singapore, S.S.

## INTIMATIONS

## NOTICE.

PLEASE Note I assumed Management for the HONGKONG SMALL DIVISION'S SHARE AND REAL ESTATE Co., Hongkong, from 1st JANUARY, 1924, also please Note that my Contract as Hongkong and South China Manager for the INTERNATIONAL TRADE DEVELOPMENT, Ltd., expired on 31st December, 1923.

J. E. OLLERTON.

## NOTICE.

MR. FREDERICK CHARLES HALL, having returned to the Colony, resumes Charge of our Insurance Department from Date.

JARDINE, MATHESON & CO., LTD.  
Hongkong, 9th February, 1924. [332]

## THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-FIFTH ORDINARY GENERAL MEETING will be held at the Company's Office, St. George's Building, on MONDAY, 3rd MARCH, 1924, at 11 A.M., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1923, and electing Directors and Auditors.

The REGISTER BOOKS of the Company will be CLOSED from 23rd February to 3rd March, 1924, both days inclusive.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & CO., LTD.,  
Agents.  
Hongkong, 12th February, 1924. [347]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 23rd FEBRUARY, 1924, at 11.30 A.M. for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1923.

The Register of Shares of the Corporation will be closed from Monday, 11th February to Saturday 23rd February, 1924 (both days inclusive) during which period no transfer of shares can be registered.

AND NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the HONGKONG AND SHANGHAI BANKING CORPORATION will be held on the day and at the place aforesaid immediately upon the termination of the Ordinary Yearly Meeting for the purpose of considering and if thought fit passing the following resolution viz.

That the Directors of the HONGKONG AND SHANGHAI BANKING CORPORATION be and they are hereby requested and authorised by and on behalf of the Shareholders of the Corporation to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council to the Ordinance under which the Corporation is incorporated and carrying on business so as to allow of the ordinary note issue of the Corporation being increased from \$20,000,000 to \$30,000,000 and to modify the existing requirements as regards the deposit of security in respect of its note issue in the following manner:

(a) So that the whole of the increase (namely, \$10,000,000) of such ordinary note issue shall be secured by coin or bullion or approved securities.

(b) To provide that, whatever the total amount of the note issue may be at any particular time the amount of coin as distinct from bullion or approved securities to be deposited by the Corporation shall never be less than one-third of the total amount of the bills in actual circulation.

By Order of the Board of Directors,  
A. G. STEPHEN,  
Chief Manager.  
Hongkong, 4th February, 1924. [306]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. 7741 dated Hongkong 18th May, 1911, for 10 Shares numbered 84249, 84258 inclusive and Certificate Provisional No. 57729 dated Hongkong 20th of February, 1922, for 3 Shares of this Bank numbered 128917/128919 inclusive, both registered in the Name of Mrs. ESTHER FANNY SELBY have been Destroyed by Fire, and should these Certificates not be produced to the Bank before the Shares will be issued, and the aforesaid Certificates No. 7741 and Provisional No. 57729 will be thereafter treated by this Corporation as Null and Void.

By Order of the Board of Directors,  
A. G. STEPHEN,  
Chief Manager.  
Hongkong, 4th February, 1924. [306]

THE TRANSFER BOOKS of the Company will be CLOSED from Thursday, 14th February, 1924, until Thursday, 28th February, 1924, both days inclusive.

By Order of the Board of Directors,  
A. G. STEPHEN,  
Chief Manager.  
Hongkong, 4th February, 1924. [306]

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By Order of the Board of Directors,  
A. G. STEPHEN,  
Chief Manager.  
Hongkong, 4th February, 1924. [306]

## INTIMATIONS

## HONGKONG JOCKEY CLUB.

## RACE MEETING 1924.

FEBRUARY 20th, 21st, 22nd and 23rd.

MEMBERS have the privilege of introducing Two Non-members to the Members' Enclosure.

A Limited Number of Tickets are available and may be obtained from Messrs. LYNSTAD & DAVIS, Alexandra Buildings, on or before TUESDAY, the 19th FEBRUARY. Price \$10 Per Day or \$30 for the Meeting.

LYNSTAD & DAVIS,  
Treasurers.  
319;

## HONGKONG JOCKEY CLUB.

## RACE MEETING 1924.

FEBRUARY 20th, 21st, 22nd and 23rd.

MEMBERS' Badges of Admission are Now Ready and may be obtained by those Members who have not already received them, from Messrs. LYNSTAD & DAVIS, Alexandra Buildings. Members are notified that they cannot gain Admission on production of the Metal Badges issued last year.

C. E. BROWN,  
Secretary.  
320;

## HONGKONG JOCKEY CLUB.

## RACE MEETING 1924.

FEBRUARY 20th, 21st, 22nd and 23rd.

TICKETS of Admission to the Public Enclosure may be obtained from Messrs. KELLY & WALSH or at the Gate. Price—\$3. Per Day.

Soldiers and Sailors in Uniform—\$1 Per Day. No one Admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

LYNSTAD & DAVIS,  
Treasurers.  
321;

## HONGKONG JOCKEY CLUB.

## RACE MEETING 1924.

FEBRUARY 20th, 21st, 22nd and 23rd.

PASSES for Servants will be issued on application to Messrs. LYNSTAD & DAVIS, Alexandra Buildings. No Servants will be allowed inside the Enclosure of the Race Course during Race Days WITHOUT TICKETS.

These Tickets are only available for Servants while in Attendance on their Employers or when on Duty at the various Stables. Any Chinese found loitering about with Servants' Passes in their possession will forfeit them and holders thereof will be removed from the Enclosure.

C. E. BROWN,  
Secretary.  
344;

## HONGKONG JOCKEY CLUB.

## RACE MEETING 1924.

FEBRUARY 20th, 21st, 22nd and 23rd.

THE Stewards request the pleasure of the presence of the Ladies at the Races.

LYNSTAD & DAVIS,  
Treasurers.  
357;

## HONGKONG JOCKEY CLUB.

## RACE MEETING 1924.

FEBRUARY 20th, 21st, 22nd and 23rd.

CAFE WISEMAN  
AND SUPPLYING  
TIPPINS AND TEAS  
at the  
JOCKEY CLUB STAND  
For MEMBERS  
and at  
No. 11 STAND FOR NON-MEMBERS  
during the Race Meeting  
TABLES MAY BE BOOKED.  
(LANE CRAWFORD, LTD.)  
353;

## HONGKONG JOCKEY CLUB.

## RACE MEETING 1924.

FEBRUARY 20th, 21st, 22nd and 23rd.

PUBLIC AUCTION.  
BY ORDER OF THE MORTGAGEES  
PARTICULARS OF SALE  
OF  
VALUABLE LEASEHOLD PROPERTY  
SITUATE AT VICTORIA IN THE COLONY OF HONGKONG AND KNOWN AS  
No. 18, ICE HOUSE STREET AND  
No. 6, DUDDELL STREET  
To be Sold by  
PUBLIC AUCTION  
on  
MONDAY,  
THE 18th DAY OF FEBRUARY, 1924,  
AT 3 O'CLOCK P.M.,  
by  
Messrs. LAMBERT BROS., Auctioneers,  
At their Sales Room in Duddell Street.

## HONGKONG JOCKEY CLUB.

## RACE MEETING 1924.

FEBRUARY 20th, 21st, 22nd and 23rd.

THE Property is situate upon SECTION D OF INLAND LOT No. 332. There is a Frontage of 91 feet 2 inches on Ice House Street and 90 feet 3 inches on Duddell Street. The Premises cover an area of 5,500 square feet or thereabouts and are held for a term of 999 years from the 11th day of May, 1849. The Rent payable in respect of the premises is \$30 per annum.

For further Particulars and Conditions of Sale, apply to  
Messrs. BANTINGS, DENNIS & BOWLEY,  
Solicitors,  
6, Des Voeux ROAD CENTRAL,  
or to  
Messrs. LAMBERT BROTHERS,  
Auctioneers,  
DUDDELL STREET.  
324;

## HONGKONG JOCKEY CLUB.

## RACE MEETING 1924.

FEBRUARY 20th, 21st, 22nd and 23rd.

TO-DAY & SATURDAY,  
AT 12.15, 2.30, 5.15, 7.15 AND 9.15 P.M.

## HONGKONG JOCKEY CLUB.

## RACE MEETING 1924.

FEBRUARY 20th, 21st, 22nd and 23rd.

J. W. KERRIGAN  
IN  
'THUNDERING  
DAWN.'  
THE CORONET.

## INTIMATION

E  
WHISKYTHE  
OLD FAVOURITE.SUPERFINE  
QUALITY

## GENUINE AGE

and

PERFECT  
BLENDING

Matured and Bottled

in

## SCOTLAND.

A. S. WATSON &  
CO., LTD.,

Wine and Spirit Merchants.

ESTABLISHED 1841.

## ANNOUNCEMENT.

The marriage of Mr. L. G. Johnson to Miss J. M. Ross will take place at St. Joseph's Church at 3.45 p.m. on Saturday, February 16th. No invitations have been issued but all friends are cordially invited.

Reception at No. 3, Queen's Gardens. [362]

Hongkong Office: 1A, Chater Road.  
London Office: 131, Fleet Street, E.C.

## The Daily Press.

HONGKONG, FEBRUARY 15TH, 1924.

## THE RUBBER POSITION.

PEOPLE interested in rubber who have been reading in many speeches delivered during the past few months by Chairmen of Rubber Companies glowing tributes to the success of the Restriction policy must have read with no little surprise the called summary of a Times review of the "Rubber Restriction Results," in which it is stated that "larger consumption, and not restricted production, has been the chief factor in causing an advance in price."

Shareholders in rubber companies should be very pleased at this conclusion because it is manifestly a healthier sign than if the rise in price had been entirely due to reduced output. Since 1921, the reviewer says, production has steadily expanded, despite restriction. This his statistics clearly establish, and we take them as reliable. At all events, the returns for Malaya for the first half of last year showed that some 15,000 tons more were exported than in the corresponding half of 1922. But the gratifying thing from the rubber planter's and the shareholder's point of view is, that the average price in the last non-restricted quarter was 25 cents per pound—it might have gone lower, but in view of the great congestion, it was generally thought that it would not go higher—while the last Malayan returns were published the price was 53 cents per lb., so that instead of getting fifty-six million dollars for its export Malaya got one hundred and nineteen million dollars on the same amount exported. The export, however, was rather larger and the value was a hundred and twenty-five

million dollars. It was argued at the time that this was entirely due to the Restriction policy, but the statements made in the Times review set the advocates of Restriction some task to substantiate the claim. The Dutch East Indies planters have firmly set themselves against restriction, and it is seen that they are profiting by the compulsory restriction in Malaya. It is estimated that there was an increase of 20,000 tons of Dutch rubber last year and it is believed that the Dutch plantations will produce an additional 20,000 tons in the current year. "Certainly," says the Times reviewer, "the Dutch planters will seek to take advantage of the anticipated reduction of twenty thousand tons in the Malayan exports for 1924." We do not gather, however, that the reviewer goes the length of advocating the abolition of restriction, though that is the obvious thing to which his argument points. It is evident that the authorities who control the Malayan export have not been impressed by any arguments advanced against the restriction policy, for they have recently renewed the order for a restriction of 40 per cent. during the next three months, and measures have recently been taken in the Straits which aim at making the policy more effective. By means of fraudulent returns, forged coupons, and smuggling, Restriction in Malaya seems to have been dodged to an extent quite big enough to prejudice its success, and the Straits Times, a very strong advocate of Restriction said a few months ago that if it were not so great and sure a remedy, it might have been defeated by these evasions. As to the wisdom of the policy we think it might readily be found in a consideration of what would happen to the industry if Malaya and Ceylon were free to put into the world's markets 40 per cent. more than their present export while the world is still unable to consume the present output!

The Canton authorities are stated to be "busily engaged in raising funds for the Northern expedition." There is no mention yet of "temporary notes."

There will be a cinematograph entertainment for children at the Helena May Institute to-day (Friday), at 5.30 p.m. The machine used will be the Pathé University—ADVT.

Three European sub-inspectors of the Shanghai Municipal Police bought the winning ticket in the Kiangwan Champions Sweepstake. The amount of the prize to be divided by them is stated to be just a little under \$30,000.

Suffering from injuries received as a result of being knocked down by motor-car No. 684 at Morrison Hill Gap, near Stubbs Road, on Wednesday, an earth-coolie, 52 years of age, has been admitted to the Government Civil Hospital.

Two Filipinos were charged at the Magistracy yesterday with being stowaways aboard the a.s. *President Taft*. They were discovered hiding beneath a lifeboat. Both were remanded until the 21st instant, when they will be returned to Manila.

Several cases of sleeping sickness have occurred recently at Harbin. The disease, it is said, was at one time rather prevalent in the south of Russia, about sixty per cent. of the cases being fatal, and it is feared that it may spread in this town with the same results.

Thirteen Chinese, men and women, inhabitants of a floe at No. 2, Praya East, were charged at the Magistracy yesterday with failing to take necessary precautions in accordance with the local small-pox regulations. The main tenant was fined \$25 and the others discharged.

Snow is reported to have fallen in the North River district. "Though it causes much discomfort to the poor," says our Canton contemporary, "the people believe that snow at the very beginning of the year portends better times this year." Politically as well as from the business point of view!

Members of the Royal Hongkong Golf Club are notified by advertisement that an extraordinary general meeting is to be held this afternoon at 5.15 in the Board Room of Messrs. Jardine, Matheson & Co., Ltd., for the purpose of confirming resolutions passed at the last extraordinary general meeting.

A belated report is published in the Canton papers of a locomotive on the Canton-Sanhsui railway being derailed on the first day of the present moon. The accident occurred in the vicinity of Seung Pak Ching. It is stated that the 800 (?) passengers on the train had to walk to Siutong. Thirty of them who lagged behind the rest were attacked by robbers and plundered of their belongings. Two of their number were taken away—evidently held for ransom.



## THE BRITISH PARLIAMENT.

## INTERESTING DEBATE IN THE COMMONS.

## PALATINATE SEPARATISTS "MASSACRED LIKE DOGS."

## ANOTHER OIL LEASE SENSATION IN AMERICA.

## EARLIER CABLES.

[THROUGH ROUTE'S AGENCY.]

LONDON, February 13th. In the House of Commons, Mr. Stanley Baldwin resumed the debate, and said he trusted that the Government would most carefully consider the views of the Dominions with regard to the Singapore base. He wished the Government to sell in its own negotiations with France, and the Premier believed that by sweet reasonableness we could bend Europe to our will. But sweet reasonableness might be carried to excess without rousing the passions, due thereto.—(Cheers.) He asked whether the Government proposed to amend the Safeguarding of Industries Act. He was of the opinion that the Government would find it almost impossible to carry out its Russian policy and be asked what was exactly meant by "Soviet Union" and with whom were we really going to make arrangements. All our Continental doctors were eagerly watching and hoping that we were going to surrender our claims against Russia, whereupon any hope of collecting our debts from other European countries would disappear. He sympathised with the loftiness of Mr. MacDonald's speech but felt that a short term of office would prove a world too hard for Mr. MacDonald's idealism.

## MR. ASQUITH ON POPULAR QUESTION.

Mr. Asquith, who followed Mr. Baldwin, approved of the recognition of Russia and wished to know the Government's attitude towards the Safeguarding of Industries Act. He then made reference to what had happened regarding Poplar, saying that Liberals regarded the matter as being of capital importance. Labourites constantly interrupted Mr. Asquith who declared that the matter did not affect Poplar alone. Mr. Wheatley's action was discouraging and paralysing to other distressed districts which were manfully fulfilling their duty.—(Conservative and Liberal cheers.) He declared that the time had come to reform the chaotic Government of London and to reconsider the basis of the Poor Law itself.—(Ministerial cheers.) Referring to Mr. Wheatley's resignation of his predecessor's Order, which imposed surcharges on the Poplar Board of Guardians in respect of excessive out-relief, Mr. Asquith said in the plainest and most unequivocal terms that unless the Government could see its way to reconsider the Minister of Health's action there was not the slightest chance of that administrative act receiving the counter-ance and approval of the Commons.—(Loud Conservative and Liberal cheers.)

## FULL OPPORTUNITY FOR DISCUSSION.

Mr. Clynes promised that an opportunity would be given later to discuss Poplar and kindred subjects of controversy. The fullest facts would be given to the House. He emphasised that the Premier did not intend to treat Russia differently from other countries in the matter of credits. Replying to interruption, he said that the internal conditions of Russia were beside the point. The Government wanted to arrange better trade relations, and the documents already exchanged between Russia and ourselves amply provided the necessary security on the subject of propaganda. He doubted whether the Government could be expected to regard the Safeguarding of Industries Act as a means of relieving unemployment. He concluded by hoping to enlist the support of the House in the attempts to deal with the social needs. It was impossible for the Government to approach the question of a capital levy without national approval.

## SINGAPORE NAVAL BASE.

Supplementary questions poured in from all sides in connection with the reply by Mr. Ammon, the Parliamentary Secretary to the Admiralty, as regards the future of the Singapore scheme. Mr. Ammon stressed that the present Government had always contended that adequate reason had not been shown for the very large proposed expenditure, but thought it only right to examine the case for the scheme before announcing its decision. This was being done but in the meantime no fresh commitments were entered into. The effects of the recent terrible disaster in Japan, which Commander Kenworthy had said would put Japan out of the running for another decade, was receiving attention in that connection. He added that £13,000 had been expended on the scheme to January 20th, and the signed commitments totalled another £24,000. Liabilities, the extent of which were at present unavailable, had also been incurred on work being carried out with respect to railways, roads, and water. The Dominions would be consulted.

Mr. Baldwin emphasised the terrible risk to the world if Bolshevist propaganda in Asia over bore fruit, and the bloodshed and misery which would result if anarchy was called into existence among the teeming millions of the East.—(Opposition cheers.)

## TARIFF REFORM REJECTED.

The House devoted the evening virtually to debating Tariff Reform, on a motion by Mr. Milne advocating the appointment of an expert committee to enquire into the most effective method of dealing with the problem of safeguarding industries. After characteristic arguments for and against Imperial Preference, etc., the motion was rejected by 290 votes to 103. The House then adjourned.

## GOVERNMENT TO ASSIST EMPIRE DEVELOPMENT.

LONDON, February 13th. In a speech at Burnley, instancing the Government's determination to speed up the operations of the Trade Facilities Act and a scheme of export credits, Mr. Arthur Henderson said that the Government had increased the amount guaranteed for trade facilities by five million sterling. The Government had confirmed the late Government's decision for a loan for Kenya and Uganda railway construction, half of which would be expended in Britain, while the Colonial Office was examining other large schemes of Empire development.

## FRENCH PLEASURE AND CONFIDENCE.

PARIS, February 13th. Official circles are most appreciative of Mr. MacDonald's cordial tone towards France and are convinced of his sincerity and determination to appreciate the French viewpoint. They are confident that the practical task of working out the solution of the various questions will be carried out in a spirit of mutual understanding and conciliation based on the new cordial atmosphere.

## SINGAPORE SCHEME TO BE DROPPED?

LONDON, February 13th. The Labour organ, the *Daily Herald*, interprets Mr. Ammon's statement as meaning that "the very costly and dangerous" Singapore scheme is to be dropped.

## BRITISH NAVAL DEFENCE.

## COLONEL AMERY FAVOURS SINGAPORE.

LONDON, February 13th. Lieut.-Col. the Rt. Hon. L. C. Amery, in a Colonial Institute lecture on the naval defence of the Pacific, said he regretted that the Government had stopped the present work and commitments at Singapore, but was glad to hear the question was being carefully investigated, and the final decision would not be taken without consultation with the Dominions affected. He claimed that the battleship would always remain the kernel of the great complex comprising the fleets of the future. The British fleet would ultimately be entirely oil-burning, necessitating a chain of oil reserves, which was one great reason for developing Singapore.

## TIMES' COMMENT ON ADMIRALTY SECRETARY'S STATEMENT.

LONDON, February 14th. In a leading article on Mr. C. G. Ammon's statement with regard to Singapore, the *Times* says there is no reasonable objection to this course can be taken; it urges, however, the necessity for conducting an examination in an open minded spirit, not with the object of justifying a preconceived policy, and points out that the Dominions have already approved of the scheme.

## INDIAN POLITICS.

## ARMY CONTROL QUESTION.

DELHI, February 13th. The Assembly rejected a resolution in favour of summoning a representative convention to prepare a Constitution and submit it to Parliament. In the course of a further debate, Mr. Patel urged Indian control of the Army but said they wanted the British officers and troops to stay.—(Laughter.) Colonel Gidney contended that it was nonsense to expect fully responsible Government without a proper Army.

## RESIDENCE IN INDIA.

DELHI, February 13th. The Council of State has passed an unofficial Bill, already adopted by the Assembly, regulating entry into and residence in India of persons domiciled in other British possessions. The sponsors contended that the passage of this measure of retaliation, or reciprocity, was necessary in view of the treatment of Indians in the Colonies.

## BIG LOCKOUT IN NORWAY.

CHRISTIANIA, February 13th. The National Association of Employers has proclaimed a lockout of 12,400 workmen, from February 28th. The lockout applies to the breweries, electro-chemical and chocolate works, and printing presses, except the newspaper offices.

## LATEST CABLES.

## END OF THE SEPARATISTS. CROWD ARMED WITH RIFLES.

COBLENCE, February 13th. It is reported that ten persons were killed and many wounded at Kaiserslautern, where a crowd armed with Mauser rifles attacked the Separatists.

## TOTAL DEATH-ROLL.

BERLIN, February 13th. Everything is quiet at Pirmasens. Two Separatists and one civilian died from wounds. The total death-roll is 31 Separatists and 9 civilians.

During a Communist demonstration at Stettin yesterday the Communists fired on the police from houses, wounding one. The police returned the fire, killing one Communist and wounding 7.

## SIX MORE SEPARATISTS KILLED.

LATER. Events similar to those at Pirmasens occurred at Badduerkeim in the Palatinat.

The Separatists refused to evacuate the town and a crowd stormed their headquarters, killing six.

French gendarmes intervened and dispersed the crowd. Curfew has been proclaimed.

## EARLIER CABLES.

## MOBBED BY ENRAGED CROWDS.

BERLIN, February 13th. "I had never been doubted that the Separatists' days in the Palatinat were numbered once the support hitherto accorded them be withdrawn, and the events at Pirmasens are regarded as a warning to Separatists elsewhere to fade out of the limelight as quickly as possible. The accounts of yesterday's affair depict most blood-thirsty scenes. Separatists armed with rifles and grenades, to the number of forty barricaded a building and refused repeated demands by attackers to come out. The crowds availed to enormous dimensions, armed with all available weapons like axes, sticks and knives. Being unable to break down the barricade, they set fire to the building with benzine, then forced their way into the building and engaged the Separatists in a hand-to-hand fight until the latter surrendered. Howls of execration greeted the Separatists on their exit, and the maddened crowd brushed aside the guard and massacred the Separatists like dogs, including the leader, Schwab, whose body was thrown into the flames.

There followed a manhunt for the Separatists in the streets. Several were found and shared the fate of their comrades. The French troops remained perfectly neutral, and it was not before five in the morning that French and Moroccan reinforcements arrived in motors and surrounded the burning building. An affray between Separatists and the police at Kaiserslautern to-day resulted in two being killed. The Separatists at Zweibrücken, hearing of the events at Pirmasens, hastily quitted the town.

## LATEST CABLES.

## INCREASED PRICE OF TIN IS THERE A CORNER?

LONDON, February 13th. The fact that the cash price of tin yesterday was over £275 per ton, being a rise of £41 on the year, is leading to talk of a possible corner in tin.

## BANK OF INDIA RATE.

BOMBAY, February 13th. The Imperial Bank of India rate has been raised to 9 per cent.

## EARLIER CABLES.

## THREATENED DOCKERS' STRIKE. CONFERENCE AGAIN ADJOURNS.

LONDON, February 13th. The dockers' conference again adjourned until tomorrow morning. [Yesterday's cables stated that while the conference between the Minister of Labour and representatives of the dockers and employers adjourned late in the evening without reaching a definite conclusion, much more hopeful spirit prevailed. It was understood the workers would be offered an immediate increase of a shilling a day, and a further shilling later.]

## DISCOURTEOUS P.W.D.

LUXON, February 13th. Owing to the alleged discourtesy of the Public Works Department, Mr. Howard Carter has closed the tomb of Tutankhamen and abandoned the work.

## LATEST CABLES.

## HOME FOOTBALL RESULTS.

LONDON, February 13th. Following are the results of matches played to-day (Wednesday):—  
FIRST LEAGUE.  
Manchester City: 1; Notts Forest, 3.  
Sunderland, 2; Aston Villa, 0.  
CUP REPLAY.  
Newcastle, 6; Derby, 3.  
SCOTTISH LEAGUE.  
Kilmarnock, 1; Morton, 3.  
Hearts, 4; Airdrieonians, 2.  
Aberdeen, 2; Third Lanark, 2.  
Clyde, 0; Hamilton, 0.  
Motherwell, 0; Celtic, 1.

## EARLIER CABLES.

## NAVY WINS RUGBY MATCH.

LONDON, February 13th. In the Inter-Services "rugby" tournament, the Navy beat the Air Force by 16 points to 8, at Twickenham.

## LATEST CABLES.

## OBITUARY.

## DR. JACQUES LOEB.

NEW YORK, February 13th. The death is announced of the famous physiologist, Dr. Jacques Loeb.—(Reuter's American Service).

[Dr. Jacques Loeb was a member of many physiological societies in Europe and America, and published a large number of scientific works. At the time of his death he was a member of the Rockefeller Institute for Medical Research, New York. Deceased was in his 95th year.]

## EARLIER CABLES.

## ANOTHER U.S. OIL LEASE SENSATION.

HITCH IN NOMINATION OF COUNSEL.

WASHINGTON, February 13th. The report that President Coolidge is preparing to withdraw his nomination of Mr. Strawn as the special Government counsel in connection with the oilfields affair has provoked a fresh sensation. It is declared the nomination of Mr. Strawn's colleague, Mr. Pomerene, will also possibly be withdrawn. Opposition to both nominations developed in the morning papers in which it stated the withdrawal of one of them is due to the fact that the nominee is connected with the directorates of two Standard Oil banks.

## BRITAIN'S FOREIGN TRADE.

## A GENERAL INCREASE LAST YEAR.

Preliminary totals of Britain's overseas trade in 1923, published in the *Handbook of Trade Journals*, show a substantial general increase over the previous year, the respective figures being as follows: Imports, £24,916,893; exports, £27,221,916; re-exports, £14,873,024. The figures compare with those for 1913, 1921, and 1922 as follows:

	Imports	Exports	Re-exports
1913	£17,684,734	£22,254,505	£10,566,731
1921	£1,085,500,061	£703,309,312	£106,019,306
1922	£1,003,698,850	£710,507,410	£103,684,670
1923	£1,038,015,585	£767,328,656	£118,572,694

Last year's totals are inclusive of trade with the Irish Free State since April 1st, but from the same date the direct trade of Southern Ireland with overseas countries is not included. The details of the corrections which should be made in order to render comparable the figures for 1923 and those for earlier years are not yet available, but it is probable that the total of imports has been increased, owing to the change of basis, by approximately £25,000,000, the total of British exports by somewhat over £20,000,000, and the total of re-exports by about £10,000,000.

Owing to the considerable differences in the price level in the different years, the aggregate value shown in the table does not reflect accurately the variations in the volume of trade. While the trade of 1921 was valued on the basis of prices much above those of the two following years, the differences between 1922 and 1923 in respect of price-level were comparatively small.

## NEW FELLOWSHIP OF THE EMPIRE.

## PLAN TO AID IMPERIAL TRADE AND EDUCATION.

Great interest, says a home paper, has been aroused by the announcement of the formation of the Fellowship of the British Empire Exhibition, of which the Prince of Wales is president and first member.

The object of the Fellowship is to recruit enthusiasts throughout the Empire of all schools of political thought to assist Empire trade and industry. It is expected that those who join the Fellowship will for years after the exhibition have closed be reminded by their certificate of membership of their responsibilities in this regard.

In connection with the Fellowship there will be instituted various prizes and scholarships. The prizes will be designed to further the cause of Imperial education. The scholarships will be of £1,000 each, and will be designed, in the case of a young citizen of the United Kingdom, to provide for his settlement in the Overseas Empire, in the case of a young citizen of the Overseas Dominions to provide for his University or technical education in the home country. In either case there will be the option to stay in his (or her) own country, and use the scholarship there for "a start in life." These prizes and scholarships will be available only to Fellows or to nominees of Fellows.

A large number of messages wishing success to the scheme were received by the exhibition authorities from public men of all parties. Among others the following have given their cordial endorsement: The Lord Mayor of London, the Lord Provost of Edinburgh, the Lord Mayors of Liverpool, Birmingham, and Newcastle, Viscount Long, Sir Robert Hadfield, Mr. J. R. Clynes, M.P., and Mr. G. N. Barnes, M.P.

## GLASGOW'S £20,000,000 DEPOSITS.

In spite of trade depression, thrift in Glasgow continues. At the annual meeting of the Savings Bank on December 27th it was reported that the total amount standing to the credit of depositors was over £20,000,000, and the deposits for the year represented over £7,000,000. In the ordinary and special investment departments the amount due to depositors showed an increase of fully £700,000. The accounts open total nearly 337,000.

## FAR EASTERN CABLE NEWS.

## FIGHTING IN SZECHWAN.

PEKING, February 14th. Chinese reports from Ichang state that the Northern forces are bombarding Chengtu day and night.

Yuan Tse Ming, the Kweichow general, who is fighting with the Northerners, left Luchow for Chengtu on February 12th.

A foreign report from Szechuan states that the First and Sixth Szechuan Divisions were heavily defeated by the Twenty-First Northern Division near Tungchuan, which was occupied on January 27th.

The forces of Generals Tien and Yang Sen are advancing from the East and West respectively. The message adds that General Huang Kueh Wu was in Tungchuan, but escaped.

## PRICE OF JAPANESE LOAN.

## NO CAUSE FOR DISSATISFACTION.

LONDON, February 14th. Referring to the reported dissatisfaction in Japan at the price of the new loan, the *Times* contends that the price is by no means too high in view of the size of the loan owing to the fact that it is not specially secured, and that the Austrian loan, which was specially secured and guaranteed, by the Powers, is two or three points cheaper.

On the other hand, Japan appears to have received distinctly favourable terms. Any lower price would have imperilled the success of the loan.

## GERMAN EXPEDITION IN MONGOLIA.

RIGA, February 14th. It is reported that the German expedition which set out to investigate mining possibilities in Mongolia has passed Urumchi.

## JAPANESE LOAN SNAPPED UP.

LONDON, February 13th. The rush for the Japanese loan, which led to the closing of the lists at noon, is reflected in an unofficial quotation of over one per cent. premium.

## EXCLUSION OF JAPANESE FROM U.S.

## "END WORK OF WASHINGTON CONFERENCE."

WASHINGTON, February 13th. Mr. Hughes in a letter to the chairman of the House immigration committee, declares that sections of the immigration restriction measure pending in the House would exclude Japanese from the country, which is inconsistent with the treaty obligations towards Japan, which country has already drawn attention to the matter before the State Department.

Mr. Hughes' letter was promoted by the Immigration Bill submitted to the House of Representatives by Mr. Johnson, the proposals of which Mr. Hughes declares will militate against the Treaty of 1911, and should be eliminated. Mr. Hughes added:—"I believe that such action would largely undo the work of the Washington Conference, which so greatly improved our relations with Japan."

As a substitute proposal Mr. Hughes suggested that Japan be placed on the same basis as other nations.—(Reuter's American Service.)

## BRITISH CHAMBERS OF COMMERCE IN CONFERENCE.

## EX-ENEMY CONCESSIONS.

SHANGHAI, February 13th. The Conference of the British Chambers of Commerce in China and of Hongkong was opened to-day.

The Conference passed a resolution urging the Diplomatic Corps to induce the Chinese Government to give effect to the undertaking to establish municipal government on modern lines in the former enemy concessions at Tientsin and Hankow.

## CHINESE HOUSE OF REPRESENTATIVES.

PEKING, February 13th. The first meeting of the House of Representatives after the spring festival is scheduled for Friday, when it is expected there will be a trial of strength between the Wu Ching-lian faction and those opposed to them on the subject of the Speakership, the former being anxious to have Wu Ching-lian return in view of the coming election of a Vice-President.

## GOLD FRANC ISSUE.

PEKING, February 13th. Recognising their inability to succeed in their charges against Wang Keh-ming on the gold franc issue, members of Parliament are focussing their attention on an alleged secret understanding between the Minister of Finance and the manager of a former German bank at Shanghai respecting the Chinese bonds now held by Germans.

It is understood that the Government's reply will be a denial of any complicity on the part of Wang Keh-ming.

## JAPANESE LOAN CRITICISM.

OSAKA, February 13th. The announcement of the terms of the new loan has elicited sharp criticism from the *Mainichi*, which characterises the efforts of the Government as driving the people into the darkest pit. The accusation is based on three grounds: (1) The abnormally high rate of interest, (2) the excessively large amount of the loan, and (3) the consequent extravagance in expenditure.

The announcement has been received by bankers and business men more favourably, though they urge the judicious employment of the funds raised.

All the markets received the news with out enthusiasm, because the terms are disappointing.

## AHEAD OF THE MAIL.

## INDIAN EMIGRANTS IN B.O.

## LONDON, January 12th.

A Vancouver message says Sir Jehangir Hormasji Kothari, who has arrived from the Orient en route to England, in an interview expressed the opinion that Indians emigrating to other parts of the Empire were not entitled to expect the franchise. He pointed out that they seldom remained to become contributing citizens in the new country, but returned to India as soon as they had amassed money. Sir Jehangir Kothari, Kt., O.B.E., was an additional member of the Bombay Legislative Council for Karachi in 1911. He contributed largely to Imperial funds during the war and had made many gifts to his native city. He was a great traveller.

## LICENCES FOR WIRELESS RECEPTION.

LONDON, January 17th. It was announced in the House of Commons in reply to a question that 535,000 licences had been issued for wireless reception to the end of December. Approximately 405,000 were granted in the last quarter of 1923.

## MR. HEMMERDE, K.O., EXPLAINS.

LONDON, January 20th. The Labour, M.P., Mr. Hemmerde, K.C., explains in the *Sunday Express* why he will not be offered the legal portfolio in Mr. Ramsay MacDonald's Cabinet. Mr. Hemmerde states that Mr. MacDonald has informed him to that effect definitely and says that Mr. MacDonald has been advised that the Bench and the Bar would resent the appointment, because Mr. Hemmerde pleaded the Statute of Limitations when he resisted a debt claim in 1920, but Mr. Hemmerde says he did so upon the advice of legal friends. He pleaded the Statute not in order to evade responsibility, but because he wished to treat all creditors alike. Mr. Hemmerde complains that Mr. MacDonald, who had long known the facts, gladly availed of his service during the election campaign.

## PARIS SCANDAL.

PARIS.—A scandal involving the majority of leading industrial firms in the devastated areas and also several officials has been revealed by the discovery of documents compiled in 1917 relating to claims for war loss.

The special commission investigating the claims has been enabled to compare them with the revised claims made in 1919 and also the final statements of 1921, disclosing damaging evidence of the manner in which the claims were inflated.

115 documents have been placed in the hands of the judicial authorities and affect 75 per cent. of the leading Northern industrial firms.

One ugly feature of the case is the disappearance of many of the original claims from the dossiers, but it was the practice to enter the claims in a book in Paris which largely explains the deficiency.

A number of officials employed in the Ministry of Liberated Regions will be asked to explain their share in the transactions. One Controller has amassed a fortune during ten months' service. Others have received important posts from firms whose claims they had controlled. Charges are also made against local politicians.

## THE PREMIER'S DAUGHTER.

LONDON, January 23rd. The Premier's daughter Isabel, aged twenty, is the youngest child of No. 10, Downing Street. She is at present studying domestic science at King's College, London.

## THE USES OF ADVERTISEMENT.

LONDON, January 24th. The *Daily Herald*, drawing attention to the Government's communique which is an innovation, says that it has taken the democratic spirit of the new administration.

Indications exist that Mr. MacDonald does not intend to overlook the uses of publicity.

## POPLAR GUARDIANS' DISPUTE.

LONDON, January 24th. Arising out of the disputed charge of £24 sterling, which the Ministry of Pensions demands from the Poplar Guardians, bailiffs occupied the Clerk's office and threatened to sell the effects within five days unless the money was paid.

Mr. Edgar Lansbury, Chairman, said that, as now Mr. Wheatley was Minister of Health and Mr. F. Roberts was Minister of Pensions, there was a prospect of the Guardians' case being viewed with greater sympathy.

On Mr. George Lansbury's suggestion a deputation was appointed to interview Mr. Wheatley.

## PAYMENT OF REPARATIONS.

LONDON, January 24th. The economic side of the French policy in occupied territory has attracted surprisingly little public attention at home seeing that it is fair to end in something like a fundamental change of the Treaty of Versailles, says the *Cologne* correspondent of *The Times*.

That the Dusseldorf coal agreement and the various agreements with dye and chemical firms were based on clauses of the Treaty compelling Germany to make certain deliveries is well-known. What is not generally realised is that France is steadily drawing the whole industry in occupied territory to the same net.

That on the reparation clause of the Treaty between the Allies and a whole and the German Government are being superimposed controls between private firms and the Rhineland Commission under which the former have to admit personal liability to make reparation deliveries to France and Belgium.

Despite assertions to the contrary it is a fact that British interests are not mentioned in these contracts.



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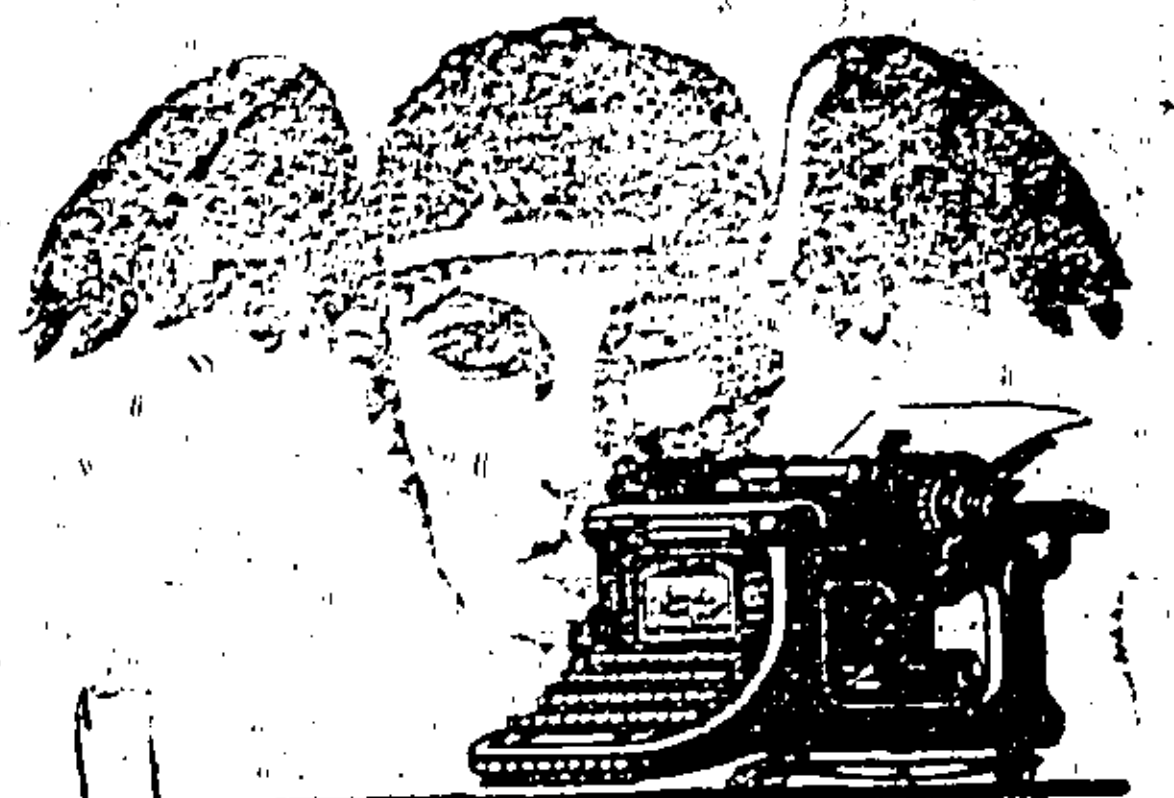
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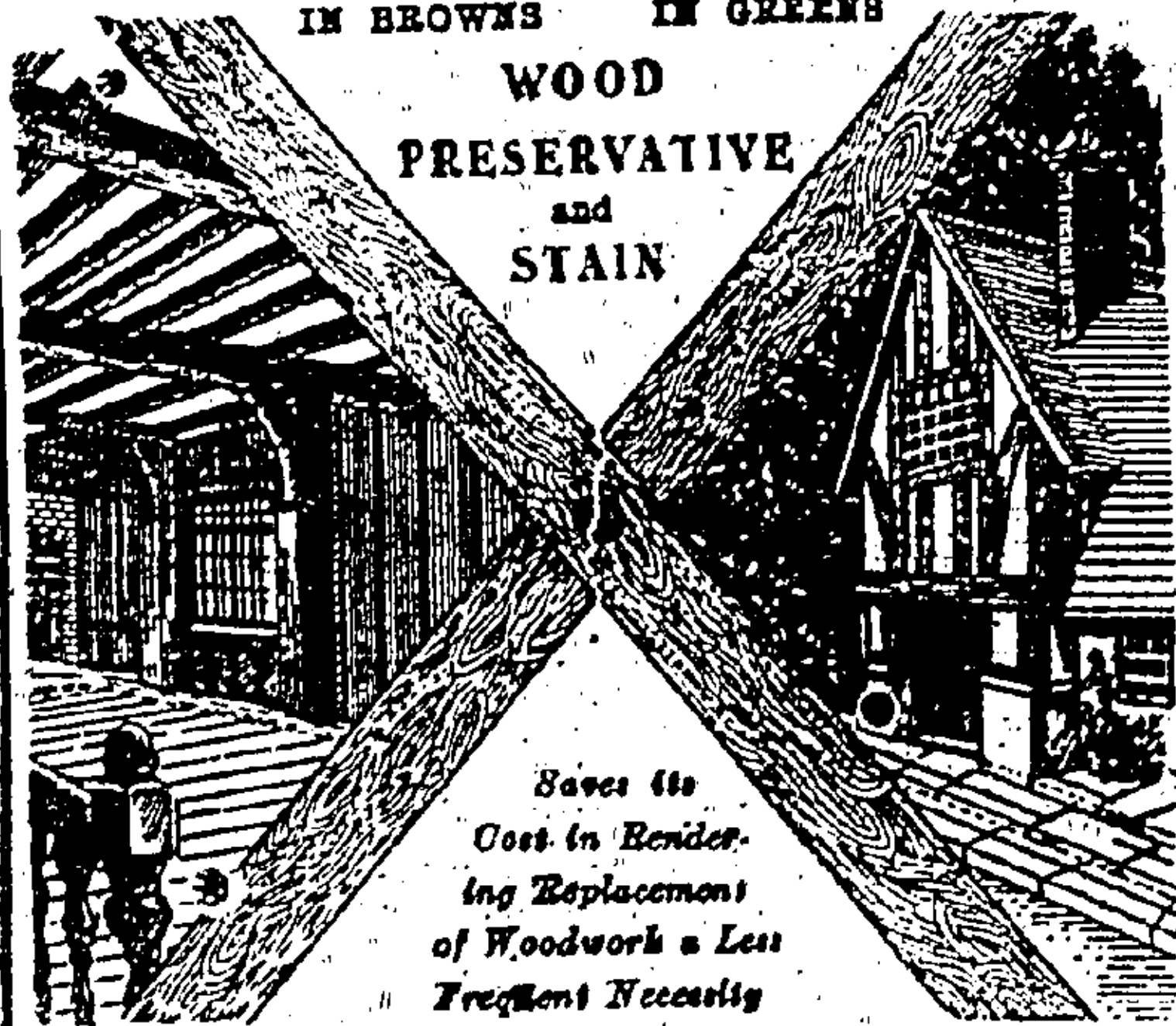
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## SPIRITUAL MEANS OF HEALING.

REPORT BY CLERGY AND DOCTORS.

The report of the Committee appointed by the Archbishop of Canterbury, in accordance with resolution 61 of the Lambeth Conference, 1920, "to consider and report as early as possible upon the use with prayer of the Laying on of Hands, of the Unction of the Sick, and other spiritual means of healing," was published on January 24th by the Society for Promoting Christian Knowledge, in a pamphlet entitled "The Ministry of Healing."

## GENERAL PRINCIPLES.

As a result of their deliberations, the Committee lay down the following general principles:—

1.—The chief work of the Church in regard to disease is:—(a) To develop in all its members a right attitude of confidence, love, and understanding towards God; and to train them to approach all questions of disease both for themselves and for others in this spirit. (b) To bring together those who care for the soul and those who care for the body in co-operation. (c) To insist on hygiene and plain living as part of the ordinance of God.

2.—The Church must sanction methods of religious treatment of bodily disease, but in doing so must give full weight to the scientific discoveries of those who are investigating the interrelation of spirit, mind, and body.

3.—It is not the function of the Church to apply its means of restoration if no higher end is sought than the recovery of bodily health. Indeed, to do this would gravely compromise the meaning and purpose of the Church's rites and sacraments. No sick person must look to the clergyman to do what it is the physician's or surgeon's duty to do.

4.—Whatever the means employed by the Church, emphasis should be laid upon the primary purpose of deepening the sense of fellowship with God secured for us in Jesus Christ. Whether the sick person throw off the sickness or not, the work of the Church will have been effective if he has thereby found inner peace of spirit and a more real knowledge of the uplifting presence and power of Christ.

## SUGGESTIONS.

With regard to the Form of Ministry to be used, we make the following suggestions:—

(a) For purposes of healing, prayer and sacrament should be used in conjunction. Before any sacramental rites are employed, earnest and united prayer should be offered on behalf of the sick person in church as well as by the patient himself and his friends, at home.

(b) Whilst religious methods are applicable to all cases of sickness, they would seem to be most appropriate where moral intellectual difficulties and perplexities have contributed to the disorder. These deep-seated roots of evil should be dealt with before any specifically bodily healing is attempted; otherwise we shall be in danger of dealing with symptoms and neglecting causes, in which case no thorough or permanent cure can be hoped for. This preliminary treatment requires some real knowledge not only of moral theology, but also of psychology; so that it is desirable that clergymen who give spiritual direction should be adequately trained and so enabled to give clear and practical guidance. In this preliminary treatment an opportunity should be given to the patient to make a special confession of his sin, and the priest shall absolve him if he should humbly and heartily desire it.

(c) Then might follow treatment more immediately directed to the complete restoration of the patient. This may take the form of Unction (i.e., anointing with oil by a priest), or of the Laying on of Hands (either by a priest or a lay person), or of both. These rites have scriptural authority:—(For Unction, St. Mark, vii. 13; St. James, v. 14; for Laying on of Hands, St. Luke, ix. 40, St. Matt. xiii. 1; St. Mark, vi. 13; (xvi. 18); Acts, ix. 17)—and are sacramental in the sense that a blessing is sought and received through the performance of outward and visible actions. The motive with which they are used is the dedication of the bodily life of the patient to God's Will; and the blessing received will be either restoration of health or grace to bear sickness patiently.

(d) The whole treatment will end appropriately with the patient's reception of Holy Communion, through which both body and soul are to be "preserved unto everlasting life."

The Committee add:—  
There are, of course, other methods of procedure. Sometimes prayer may be used alone in private gatherings of the patient's friends. Sometimes, again, a special gift of healing seems to be bestowed on a particular person, where there is little or no corporate action of the Church. We hold that the licensing of individual healers or the official recognition of healing societies by ecclesiastical authority is unnecessary and at present impracticable. We adopt the opinion expressed by our sub-committee that much good might be done by the appointment of a permanent committee of clergy, doctors, and psychologists to advise the authorities of the Church on these matters.

The report is followed by "Forms of Service suggested for use at the Anointing of the Sick." These forms are that in the First Prayer-book of King Edward VI., and that in "A Prayer-book Revised" (Mowbray).

Six hundred and fifty domestic servants were sent out to New Zealand from Great Britain last year under the New Zealand Government scheme of emigration. Positions are found in New Zealand for the girls, who travel under the care of a matron during the voyage; and they are supervised by the Government during the first twelve months in that country, within which period they are not allowed to marry.

## Billious?

Everybody is so at times and in many cases it makes life a burden. The fault is with the stomach, liver and kidneys. When the digestive organs are out of order,

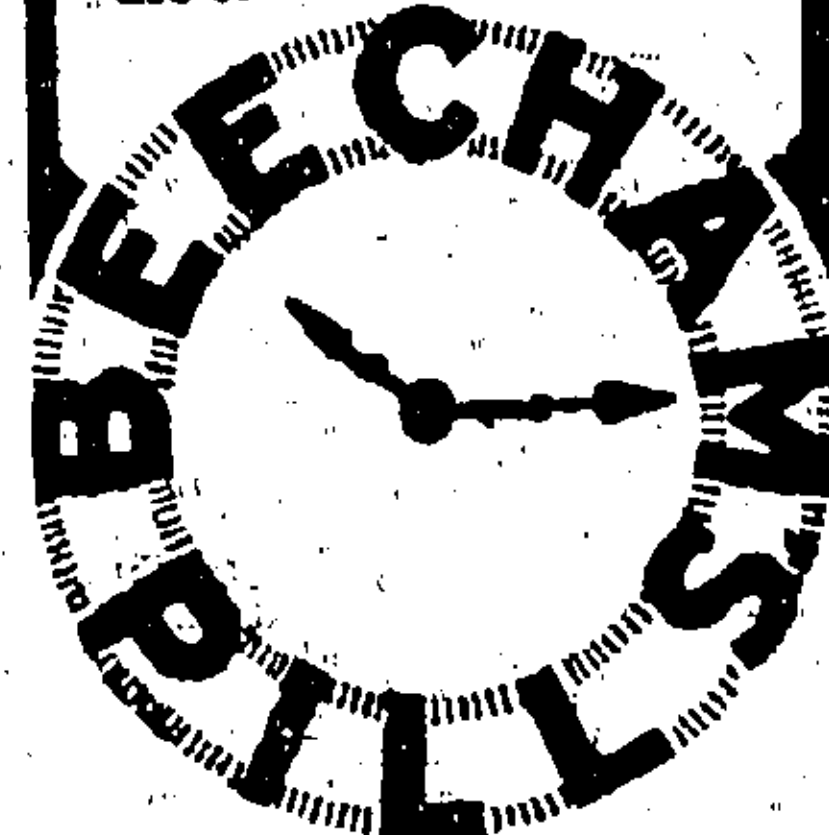
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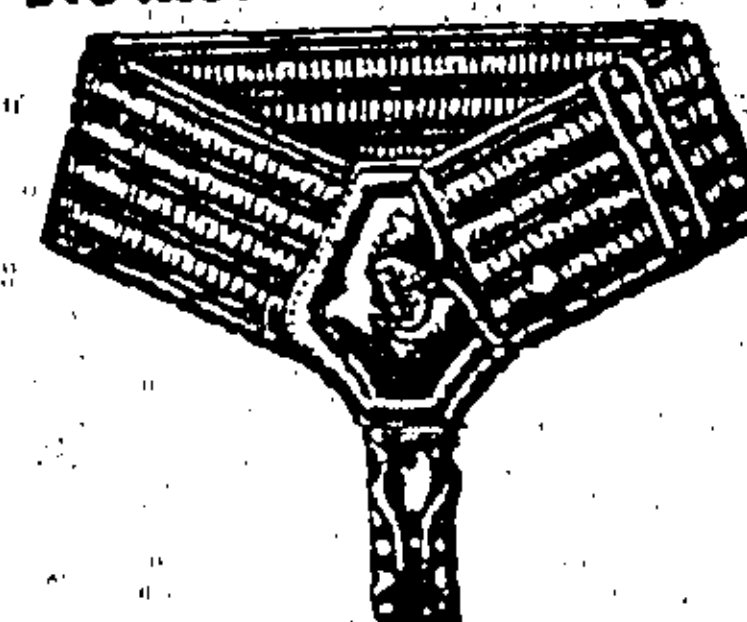
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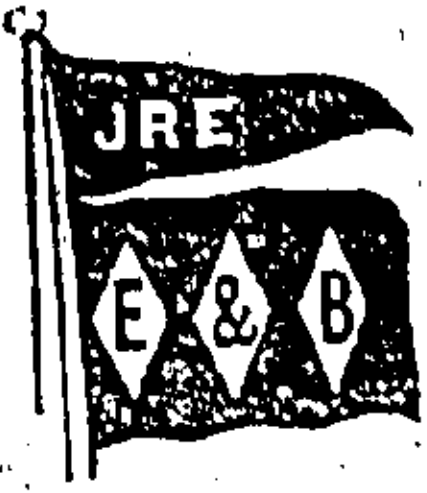






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PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF CANTERBURY" ... 21st February ... Marseilles, London, Rotterdam & Hamburg.

## PASSENGER SERVICE.

"CITY OF YORK" ... 18th February ... Shanghai & Kobe.  
 "CITY OF CANTERBURY" ... 21st February ... Marseilles, London, etc.  
 "CITY OF YORK" ... 30th March ... Do.  
 "CITY OF CAIRO" ... 18th April ... Do.

## FARES TO LONDON.

1st Class "A" ... £ 92. "B" ... £ 84. 2nd Class "A" ... £ 82. "B" ... £ 74.  
 "A" ... 161. "B" ... 147. "A" ... 108. "B" ... 98.  
 Cargo Steamers, Saloon Passage £56.

For further particulars apply to—

THE BANK LINE LTD.

(Tel. Central 780).

HOLYOAK, MASSEY &amp; Co., LTD., CANTON.

## BOSTON AND NEW YORK

Joint Service of the

## "BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

## Sailings from Hongkong.

"EURYBATES" ... via Suez Canal ... 16th Feb.  
 "IXION" ... via Suez Canal ... 21st Feb.  
 "KABINGA" ... via Suez Canal ... 2nd Mar.  
 "CITY OF MANILA" ... via Suez Canal ... 11th Mar.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD &amp; SWIRE OR THE BANK LINE LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY &amp; CO., LTD., CANTON.

M.

## MESSAGERIES MARITIMES

## SERVICES CONTRACTUELS

M.

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
CORDILLERE	—	—	18th Feb.
ANGERS	—	—	3rd Mar.
CEILI	—	—	9th Mar.
PORTHOS	24th Jan.	25th Feb.	23rd Mar.
AMAZONE	7th Feb.	11th Mar.	6th April.
ANGKON	21st Feb.	25th Mar.	20th April.

## RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).  
 1st Class (1st Class) ... £ 95. 0s. 0d. B Class (1st Class) ... £ 89. 0s. 0d.  
 2nd Class (2nd Class) ... £ 68. 0s. 0d. 3rd Class (3rd Class) ... £ 62. 0s. 0d.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"LT. DE MISSISSY" loading for HAVRE, ANTWERP,

&amp; DUNKIRK, about 21st February.

"DR. P. BENOIT" from DUNKIRK, LONDON, HAVRE, is due to arrive

about the end of February.

Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

1, Queen's Building,

Telephone: Central 720.

CONSIGNATION—TRANSIT—REPRESENTATION.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

## SWATOW, AMOY &amp; FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIHONG ... Capt. W. C. Pasmore ... Friday, 15th Feb., at 1 p.m.  
 HAIFONG ... Capt. Ellis Walker ... Tuesday, 19th Feb., at 1 p.m.  
 HAICHING ... Capt. A. H. Stewart ... Friday, 22nd Feb., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARRAIK &amp; CO.,

General Manager.



## JAPAN COAL

AND

## GENERAL IMPORTS &amp; EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.  
 THE OSAKA MARINE & FIRE INSURANCE CO.

## MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14 PEDDER STREET, HONGKONG

P. & O. British India  
Apcar and  
Eastern & Australian  
Lines

(COMPANIES Incorporated in ENGLAND)  
**MAIL AND PASSENGER SERVICES**  
 STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES,  
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING  
 NEW ZEALAND & QUEENSLAND PORTS, AND SNA,  
 ESTER, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SOUFAN"	8,696	20th Feb. Noon	S'pore, Penang, Colombo & Bombay
"MOREA"	10,911	23rd Feb. Noon	S'pore, Penang, Colombo & B'way.
"ALFORD"	9,273	28th Feb.	Mars., London & Antwerp.
"KARMALA"	9,088	8th March	Mars., London & Antwerp.
"KIDDERPORE"	5,334	11th March	S'pore, Penang, Colombo & B'way.
"NADDERA"	15,993	22nd March	S'pore, Penang, Colombo & B'way.
"PADUA"	5,907	23rd March	S'pore, Penang, Colombo & B'way.
"SICILIA"	6,813	28th March	Marseilles, London & Antwerp.
"KHYBER"	9,014	8th April	do.
"CHINA"	7,951	18th April	S'pore, Penang, Colombo & B'way.
"SOUFAN"	8,696	26th April	Marseilles, London & Antwerp.
"KALYAN"	9,118	3rd May	do.
"KASSY"	7,428	17th May	do.
"KASHMIR"	8,983	24th May	do.
"KHYA"	9,097	31st May	Mars., London & Antwerp.
"KASHGAR"	8,840	14th June	Mars., London & Antwerp.
"MOREA"	10,911	28th June	do.
"KARMALA"	9,088	12th July	do.
"MALWA"	10,941	26th July	do.

## BRITISH INDIA - APCAR SAILINGS

"TANDA"	8,956	22nd Feb.	Singapore, Penang & Calcutta.
"TAKADA"	6,949	7th March	do.
"TORILLA"	5,205	4th April	do.
"JAPAN"	6,052	13th April	do.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	27th Feb.	Manila, Thursday Island.
"ARAFURA"	6,000	2nd Apr.	Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	30th Apr.	do.

Frequent connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. &amp; O. Royal Mail Steamers to London via Suez Canal.

The P. &amp; O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

## SAILING TO SHANGHAI &amp; JAPAN

"KHYBER"	9,014	23rd Feb.	Shanghai, Moji & Kobe.
"PADUA"	5,907	27th Feb.	do.
"NADDERA"	15,993	8th Mar.	Shanghai & Kobe.
"KIDDERPORE"	5,334	11th Mar.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	13th Mar.	Moji & Kobe.
"SICILIA"	6,813	13th Mar.	Shanghai.
"TORILLA"	5,205	13th Mar.	Moji & Kobe.
"JAPAN"	6,052	22nd Mar.	do.
"KALYAN"	9,118	3rd Apr.	Shanghai, Moji & Kobe.
"KASHMIR"	8,983	14th Apr.	do.
"SOUFAN"	8,696	18th Apr.	Shanghai.
"KASSY"	7,428	18th Apr.	Shanghai, Moji & Kobe.
"KHYA"	9,097	2nd May	do.
"EASTERN"	4,000	3rd May	Moji & Kobe.
"KASHGAR"	8,840	16th May	Shanghai, Moji & Kobe.
"MOREA"	10,911	30th May	Moji & Kobe.
"ARAFURA"	6,000	7th June	Shanghai, Moji & Kobe.
"KARMALA"	9,088	13th June	do.
"MALWA"	10,941	27th June	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	5th July	Moji & Kobe.
"EASTERN"	4,000	2nd Aug.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting the on-carriage steamer.

First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE &amp; CO.,

11, Des Voeux Road Central, HONGKONG.

Agents.

## COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID,

BARCELONA and other SPANISH PORTS.

S.S. "LEGAZPI"	...	...	30th Mar.
S.S. "C. LOPEZ Y LOPEZ"	...	...	17th May.
For SHANGHAI and JAPAN PORTS.	...	...	...
S.S. "LEGAZPI"	...	...	12th Mar.
S.S. "C. LOPEZ Y LOPEZ"	...	...	25th Apr.

"The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stewardess and Doctor carried.

For Freight and/or passage apply to—

BOELHO BROS.

O. D. BARRETTO.

28, Central Avenue, B.O., CANTON.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "SOUTHWESTERN MILLER" ... 2nd March 1924  
 S.S. "MOORISH PRINCE" ... expected 31st March sailing 1st April

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

Telephone: Central 3161

Telegrams (Faraprice)

Incorporated in Great Britain

8, George's Building

## CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
SHANGHAI	"CHANGCHOW"	On 15th Feb. Noon
SHANGHAI	"YINGCHOW"	On 16th Feb. D.L.
HAIPHONG & SINGAPORE	"LINAN"	On 16th Feb. 10 a.m.
TIENSIN	"HUICHOW"	On 16th Feb. 4 p.m.
AMOY, SWATOW & SINGAPORE	"KAYING"	On 16th Feb. 4 p.m.
SHANGHAI	"NINGPO"	On 16th Feb. 4 p.m.
SHANGHAI & TSINGTAO	"LUCHOW"	On 17th Feb. D.L.
SHANGHAI	"KWAYHSE"	On 18th Feb. Noon
AMOY & SHANGHAI	"SOOCHOW"	On 19th Feb. D.L.
SWATOW & BANGKOK	"CHINHUA"	On 19th Feb. 10 a.m.
SHANGHAI, WEIHAIWEI, CHEFOO & TIENSIN	"CHEKIANG"	On 19th Feb. 4 p.m.
SHANGHAI	"CHIHLE"	On 20th Feb. Noon
MANILA	"TAMING"	On 20th Feb. 2 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation and dining, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to P. & W.) Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extended to Tsingtao). Cargo taken on through B/L Lading to all Kiangsu and North China ports.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE.

Telephone Central 38

Agents.

CARGO &amp; PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE.

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS SUBJECT TO ALTERATIONS

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, Thurs. Is. & Aus. Ports
"TAIYUAN"	17th February	22nd February

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE.  
 Telephone Central No. 38. Agents.

## DODWELL &amp; CO., LIMITED

## NEW YORK BERTH

For NEW YORK &amp; BOSTON via SUEZ

S.S. "EGREMONT CASTLE" ... sailing on or about 27th Feb.

## LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for Traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS '288.

## FOR SHANGHAI YOKOHAMA &amp; KOBE.

S.S. "GERTY" ... sailing on or about 1st Mar.  
 S.S. "VENEZIA" ... sailing on or about 3rd Mar.

## FOR BRINDISI, VENICE &amp; TRIESTE

via SINGAPORE, PENANG &amp; COLOMBO.

S.S. "ANNA" ... sailing on or about 23rd Feb.

S.S. "ROSANDRA" ... sailing on or about 9th March.

\* Freight only.

## NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMONA" ... sailing from Calcutta on or about 12th Mar.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LIMITED.

Telephone Central 1030.

Agents.

## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION  
 LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore  
 Colombo, Suez and Port Said.

"ALTA MARU" ... Sunday, 2nd Mar.  
 RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon  
 Singapore, Colombo, Penang and Ceylon.

"MEXICO MARU" ... Friday, 21st Mar.  
 BOMBAY via Singapore and Colombo  
 "ANDES MARU" (Calls at Penang) ... Wednesday, 20th Feb.

"RYUJIN MARU" ... Saturday, 23rd Feb.  
 "ARJUN MARU" ... Sunday, 2nd Mar.  
 "SUMATRA MARU" ... Thursday, 6th Mar.

SAIGON, BANGKOK & SINGAPORE  
 "BUSHO MARU" ... Monday, 3rd Mar.  
 CALCUTTA via Singapore & Bangkok  
 "GANGES MARU" ... Wednesday, 12th Mar.

VIQTORIA, SEATTLE, TADOMA & VANCOUVER via Shanghai and Japan Ports.  
 "ARIZONA MARU" ... Wednesday, 20th Feb.

NEW YORK via Japan Ports, San Francisco and Panama.  
 "ALASKA MARU" ... Beginning of Mar.

JAPAN PORTS—Mo. Kobe, Osaka, Yokohama & Nagoya.  
 "LONDON MARU" ... Sunday, 24th Feb.

KEELUNG via SWATOW & AMOY.  
 "ALASKA MARU" ... Sunday, 17th Feb., 11 a.m.

TAKAO via SWATOW & AMOY.  
 "KOTSU MARU" ... Thursday, 28th Feb., 10 a.m.

TAKAO & KEELUNG.  
 "BUSHO MARU" ... Saturday, 16th Feb.

For further particulars please apply to—

CSAKA SHOSHEN KAISHA

S. SETMA, Manager.

Telephone Nos. 4085, 4089, 4090.



## POST OFFICE NOTICE.

## INWARD MAILS.

From	To	Date
SHANGHAI	Chungking	15th Feb.
SHANGHAI	Foochow	15th Feb.
SHANGHAI	Soochow	15th Feb.
AUSTRALIA & MANILA	Taiwan	17th Feb.
Europe via Negapatam (Letters and Papers London, 17th Jan.)	Arabistan	18th Feb.
U.S.A., CANADA, JAPAN AND SHANGHAI	Peru, Guano	23rd Feb.

## OUTWARD MAILS.

For	Per	Date
Bangkok	Embark	Friday, 15th, 8.00 A.M.
Shanghai, Japan, Honolulu, Canada, U.S.A. Central & South America, & EUROPE via SAN FRANCISCO	Yves Taft	Registration 15th, 8.00 A.M. Letters ... 9.30 A.M.
—due San Francisco, 8th, Mar.		
Straits, Ceylon, India, Mauritius, E. & S. Africa	Bengal Maru	9.30 A.M.
*Swatow and Bangkok	Hangchow	10.30 A.M.
Straits and Calcutta	Ozaka Maru	10.30 A.M.
Shanghai	Changchow	10.30 A.M.
*Swatow, Amoy and Foochow	Haichow	Noon
Saigon	Pronto	1.00 P.M.
Swatow	Hydrangas	2.30 P.M.
Java via Batavia	Landing Maru	3.30 P.M.
Shanghai	Yingchow	5.00 P.M.
Japan	Lansing	5.00 P.M.
Manila	Eurypates	5.00 P.M.
Japan, Canada, U.S.A., Central & South America, & EUROPE via Victoria, B.C.—due Victoria, B.C., 9th Mar.	Proteus	Parcels 15th, 5.00 P.M. Registration 16th, 8.00 P.M. Letters ... 19.45 A.M.
Hainow, Quinhon and Tourane,	Phranang	Saturday, 16th, 8.30 A.M.
Haiphong	Lyon	8.30 A.M.
Manila	Siam	10.00 A.M.
Formosa	Batavia Maru	10.00 A.M.
Swatow	Kaching	1.00 P.M.
Amoy	Siam	2.30 P.M.
Shanghai, Japan, Honolulu, Canada, U.S.A., Central & South America, & EUROPE via San Francisco,—due San Francisco 18th Mar.—Ship sails at Noon, 17th Feb.	Siberia Maru	Registration 4.15 P.M. Letters ... 5.00 P.M.
*Hainow and Haiphong	Leasing	5.00 P.M.
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 25th Feb.—	Ak Maru	Registration 4.15 P.M. Letters ... 5.00 P.M.
—Ship sails at 11 a.m. on 17th inst.		
Fort Bayard, Hainow, Pakhoi & Haiphong	Hanoi	5.00 P.M.
Swatow, Amoy and Formosa	Amakusa Maru	Sunday, 17th, 9.00 A.M.
Straits	Van Overstraten	9.00 A.M.
Saigon, —Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseille—due Marseille, 22nd Mar.—	Conklers	Monday, 18th, 1.45 P.M. Registration 2.30 P.M. Letters ...
Honolulu & San Francisco—due San Francisco 17th Mar.—	West Holbrook	3.30 P.M.
Swatow, Amoy and Foochow	Haifong	Tuesday, 19th, Noon
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Mauritius—due Mauritius, 22nd Mar.—	Soulan	Wednesday, 20th, 10.00 A.M.

\*Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

## LONDON SERVICE

(DIRECT.)  
 "DEMODOCUS" 25th FEB. London, Rotterdam & Antwerp.  
 "ELPENOR" 10th MAR. London, Rotterdam & Hamburg.  
 "TEIRESIAS" 17th MAR. London & Rotterdam, Antwerp.  
 "RHENENOR" 24th MAR. London, Rotterdam & Hamburg.

## LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).  
 "TALIBYBIUS" 20th FEB. Genoa, Marseilles, Liverpool & Glasgow.  
 "ANTH. OCHUS" 1st MAR. Marseilles, Havre, Liverpool & Glasgow.  
 "BELLEROPHON" 20th MAR. Genoa, Marseilles, Liverpool & Glasgow.

## PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA).  
 "PROTESILAUS" 16th FEB. Victoria, Seattle & Vancouver.  
 "ACHILLES" 16th MAR. Victoria, Seattle & Vancouver.

## NEW YORK SERVICE

(VIA SUEZ OR PANAMA).  
 "EURYBATES" 16th FEB. via Suez and Boston.  
 "IXION" 21st FEB. via Suez and Boston.  
 "KNIGHT TEMPLAR" 21st MAR. via Suez and Boston.

## PASSENGER SERVICE

"TEIRESIAS" 17th FEB. for Shanghai.  
 "TEIRESIAS" 17th MAR. for Singapore & London.  
 "SARPEDON" 21st APRIL for Singapore, Marseilles & London.  
 "PATROCLUS" 19th MAY for Singapore, Marseilles & London.  
 "MENTOR" 16th JUNE for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO  
**BUTTERFIELD & SWIRE**  
 AGENTS.

## THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華

HEAD OFFICE  
 Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.  
 Loans granted on approved securities.  
 Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.  
 The Bank also conducts a Savings Department.

K. C. LAU,  
 Chief Manager

## INDUSTRIAL AND COMMERCIAL BANK, LTD.

司公限有行銀商華

HEAD OFFICE:  
 York Building, Chater Road, Hongkong.

BRANCHES:  
 Shanghai, 51, Kiangse Road.  
 Hankow, British Consulate.  
 Correspondents in London, New York, Chicago, San Francisco, Vancouver, R.C., Honolulu, Singapore, Penang, Hainan, Swatow, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.  
 Attractive rates for all kinds of Deposits enquired are welcome!  
 T. H. MAI,  
 Manager.

## COMMERCIAL.

## OPENING QUOTATIONS.

14th February, 1924.

ON LONDON.—	
Telegraphic Transfer	2/4 1/2
Bank Bills, on demand	2/4 3/16
Bank Bills, at 30 days' sight	2/4 1/2
Bank Bills, at 4 months' sight	2/4 1/2
Credits, at 4 months' sight	2/4 1/2
Documentary Bills, 4 months' sight	2/5 1/16
ON PARIS.—	
Bank Bills, on demand	1.110
Credits, 4 months' sight	1.170
ON NEW YORK.—	
Bank Bills, on demand	50 1/2
Credits, at 30 days' sight	52
ON BOMBAY.—	
Telegraphic Transfer	165 1/2
Bank Bills, on demand	165 1/2
ON CALCUTTA.—	
Telegraphic Transfer	165 1/2
Bank Bills, on demand	165 1/2
ON SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	nom.
ON YOKOHAMA.—	
On demand	109
ON MANILA.—	
On demand	100
ON SINGAPORE.—	
On demand	100
ON BATAVIA.—	
On demand	138 1/2
ON HAIKONG.—	
On demand	nom.
ON SAIGON.—	
On demand	78
ON HANKOW.—	
On demand	78
SOVEREIGN, Bank's Buying rate	\$ 8.31
GOLD LEAF, 100 fine, per tal.	50.50
BAR SILVER, per oz.	33 1/16

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.  
 Authorized Capital ... \$50,000,000  
 Issued and Fully Paid-up ... \$20,000,000  
 Reserve Funds—  
 Sterling ... \$4,800,000  
 Silver ... \$24,500,000  
 Reserve Liability of Proprietors \$20,000,000

Court of Directors:  
 Hon. Mr. A. O. LANG—Chairman.  
 D. G. M. Bernard, Esq.—Deputy Chairman.  
 A. H. Compton, Esq. J. A. Plummer, Esq.  
 G. T. M. Edkins, Esq. J. P. Warren, Esq.  
 Hon. Mr. P. H. Holyoak N. L. Watson, Esq.  
 W. L. Patterson, Esq. H. P. White, Esq.

Chief Manager:  
 Hon. Mr. A. G. BERNARD.  
 Manager: Hongkong—A. H. BARLOW, Esq.  
 Manager: Shanghai—G. H. STUTT, Esq.

LONDON BANKERS:  
 WESTMINSTER BANK, LTD.  
 CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.  
 Hongkong, 14th February, 1924. [27]

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
 INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.  
 For the HONGKONG & SHANGHAI BANKING CORPORATION,  
 A. G. STEPHEN,  
 Chief Manager  
 Hongkong, 14th November, 1923. [28]

## CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.  
 HEAD OFFICE—LONDON.

Paid-up Capital ... £2,000,000  
 Reserve Fund ... £2,500,000  
 Reserve Liability of Proprietors ... £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.  
 CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.  
 A. H. FERGUSON,  
 Manager.  
 Hongkong, May 8th, 1922. [31]

## THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... Yen 50,000,000  
 Capital (Paid-up) ... Yen 52,500,000  
 Reserve Funds ... Yen 12,500,000

## HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:  
 JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.  
 FORMOSA—Gizen, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinghien, Tachiu, Tainan, Takow, Tamsui, Tohyen, Aiko.  
 CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton, Others—Hongkong, Bangkok, Singapore, Batavia, Soerabaya, Samarang, Borei, Bombay, London, New York.

LONDON BANKERS:  
 LONDON COUNTRIES WESTMINSTER AND PARIS BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.  
 S. KONDOH,  
 Manager.  
 Hongkong Branch,  
 4, Des Vaux Road,  
 Hongkong, 14th September, 1923.

## THE MERCHANT BANK OF INDIA, LIMITED.

HEAD OFFICE:  
 15, Gracechurch Street, London, E.C. 3.

Authorized Capital ... £23,000,000  
 Subscribed Capital ... £21,800,000  
 Paid-up Capital ... £21,000,000  
 Reserve Fund ... £21,500,000

BANKERS:  
 THE BANK OF ENGLAND  
 and  
 MIDLAND BANK, LTD.

BRANCHES:  
 Bangkok, Calcutta, Kuala Lumpur, Rangoon, Batavia, Hongkong, Madras, Shanghai, Bombay, Howrah, New York, Simla, Calcutta, Kandy, Penang, Singapore, Colombo, Karachi, Port Louis, Sourabaya, Delhi, Kota Bharu (Manchuria).

HONGKONG BRANCH:  
 Every description of Banking and Exchange business transacted.  
 INTEREST allowed on Current Accounts at 2 1/2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.  
 N. C. WILSON,  
 Manager.  
 7, Queen's Road Central,  
 Hongkong, February 11th, 1924. [30]

## BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 65, Boulevard Haussmann, Paris.

Subscribed Capital ... Frs. 73,860,000.00  
 Paid-up Capital ... Frs. 62,400,000.00  
 Reserve Fund ... Frs. 50,887,331.54

BRANCHES:  
 Bangkok, Hongkong, Saigon, Batavia, Mengtze, Shanghai, Canton, Nanking, Peking, Tientsin, Hankow, Pootung, Yunnanfu, Pondicherry.

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan and Co., French-American Banking Corporation; Guaranty Trust Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.  
 Every description of banking and exchange business transacted.  
 C. E. GOY,  
 Manager.  
 Hongkong, December 15th, 1922. [33]

## THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:  
 No. 10, Des Vaux Road C., HONGKONG.

Established 1919.  
 Authorized Capital ... \$10,000,000.00  
 Paid-up Capital ... \$5,000,000.00  
 Reserve Fund ... \$600,000.00

DIRECTORS:  
 Mr. Pong Wai Tong, Chairman.  
 Hon. Mr. Chow Shou, Mr. Kan Ying Po, Son, Mr. Mok Ching Kong, Mr. Li Koon Chan, Mr. Wong Yun Tong, Mr. Fung Ping Shan, Mr. Chan Ching Shek, Mr. P. K. Kwok, Mr. Ng Chang Lok, Mr. Hayth.

Chief Manager ... Mr. Kan Tong Po,  
 Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES—  
 LONDON, NEW YORK, SAN FRANCISCO, YOKOHAMA, SAIGON, PENANG, HANKOW, BATAVIA, SOURABAYA, BOMBAY, CALCUTTA, CANTON.

"London Bankers"—The London, Japan City and Midland Bank, Ltd.  
 Every description of Banking and Exchange business transacted. Loans granted on approved securities.  
 Interest allowed on Current Deposit Accounts at the rate of 4 1/2 per cent. per annum, on Savings Accounts Four per cent. per annum and on Fixed Deposits at the following rates—  
 For 3 months at the rate of 3 per cent. per annum  
 For 6 months at the rate of 4 per cent. per annum  
 For 12 months at the rate of 5 per cent. per annum  
 For 18 months at the rate of 6 per cent. per annum  
 For 24 months at the rate of 7 per cent. per annum  
 RAY TONG PO,  
 Chief Manager.  
 Hongkong, December 31st 1923. [34]

## THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000  
 Reserve Fund ... Yen 73,000,000

HEAD OFFICE: YOKOHAMA.  
 Branches and Agencies at:  
 Batavia, Kobe, Soerabaya, Bombay, London, Rangoon, Buenos Ayres, Lyons, San Francisco, Calcutta, Los Angeles, Shanghai, Changchun, Nagasaki, Singapore, Fongtien, Nanking, Newchwang, Hankow, Osaka, Tokyo, Harbin, Peking, Tientsin, Kaili Yuen, Vladivostok.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.  
 W. NISHIYAMA,  
 Manager.  
 Hongkong, 17th Sept., 1923. [35]

## Printed and Published by HENRY ADOLPHUS CARTWRIGHT for the HONGKONG DAILY PRESS, LTD. at 1A, Chater Road, Victoria, Hongkong.

Office 121, Fleet Street, E.C. 4

## "NEDERLANDSCHE HANDEL MAATSCHAPPIJ, [NEDERLANDS TRADING SOCIETY.] BANK."

Established 1824.  
 Hongkong Branch established 1906.

Authorized Capital Guilder 150,000,000  
 Paid-up Capital ... (212,500,000)  
 Reserve Fund ... 80,000,000  
 Special Reserve ... (25,666,670)  
 Reserve Fund ... 19,768,180  
 Special Reserve ... (21,847,430)  
 Reserve Fund ... 22,860,000  
 Special Reserve ... (21,888,330)

Head Office—AMSTERDAM.  
 Eastern Head Office—BATAVIA.

BRANCHES—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Keta, Radja, Makassar, Medan, Padang, Palembang, Penang, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Soerabaya, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

LONDON BANKERS—THE NATIONAL PROVINCIAL AND UNION BANK OF ENGLAND, LTD.

Correspondents all over the World.  
 BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAARGAARD,  
 Acting Agent.

## THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)  
 Authorized Capital ... \$50,000,000.00  
 Paid-up Capital ... 13,275,000.00  
 Reserve Funds ... 9,222,422.24

HEAD OFFICE—PEKING.  
 Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

LONDON BANKERS—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York. New York Bankers—The Irving National Bank.

The Equitable Trust Co., New York. Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted. Loans granted on approved securities. Special facilities for Home Exchange.  
 T. YUVE PEI,  
 Manager.  
 Hongkong, September 25th, 1921. [32]